SCRAP BOOK

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Dump 1991

Book # 6

SEVENTEENTH CENTURY.

02: The island discovered by Bartholomew Gosnold. Sankoty the spot first seen.
90: About this date, a war between the Western and Eastern tribes; the last Indian war on the island, and the only one of which we have knowledge. The Island covered with forest trees, mostly oaks.
41: Deeded to Mayhew and son by Lord Sterling.
59: Deeded by Mayhew for £80 and two beaver hats to

"*The* 10 *Original Purchasers*,"
viz.:

Tristram Coffin,	Thomas Macy,
Richard Swain,	Thomas Barnard,
Peter Coffin,	Christopher Hussey,
Stephen Greenlief,	and John Swain;
William Pile,	Thomas Mayhew, retaining

one tenth of the Island, together with Maisquatuck or Quaise. Each of the above chose an "associate" with whom to settle the Island, viz.:

Tristram Coffin, Jr.,	Edward Starbuck,
John Smith,	Nathaniel Starbuck,
Robert Pike,	Thomas Look,
Robert Barnard,	James Coffin,
Thomas Coleman,	Thomas Mayhew, Jr.

The Island was purchased subsequently of the natives, who owned it in small tracts, the boundaries thereof being defined with surprising exactness.
" Thomas Macy and family, with Edward Starbuck, arrived from Salisbury.
" Number of Indians on the Island about 700; the soil rich and the Island covered with oaks and other trees.
60: Starbuck visited Salisbury, and returned with 8 or 10 families. West end of Island bought from the Indians.
62: Wm. Worth came.
63: Peter Foulger moved to the Island. The occupation of the inhabitants was fishing and farming. The Island, with the exception of Quaise, was divided into 27 parts.
65: King Philip visited the Island. 1666: The first mill for grinding corn built on Wesko Pond.
71: Town incorporated. 1672: Site of the Town moved to Wesko, its present location.
78: Whaling commenced in boats from the shore.
93: The Island (previously a part of New York) became a part of Massachusetts, in accordance with request of proprietors of the Island.
73: About this time Sesacacha (containing about 30 houses) and Siasconset Villages were built. Also the cluster of Whale-houses at Hyacomet, together with the Fishing-Stages of Peedee and Quidnet, and the Fishing-Stage at Weweder. Sesacacha Village continued in existence about 140 years; the last houses of the place having been moved to Siasconset, A. D. 1820.
" The Town was named Sherborne, by order of Lovelace, Governor of New York.

EIGHTEENTH CENTURY.

1704: Up to this date, *i. e.*, for nearly half a century, the whites, though they numbered now about 700 souls, had had no settled religious teacher, and were without a church; probably the solitary exception in this respect in all New England. They were, and had been during the half-century, mostly Baptists, a few were Presbyterians, and one or two Quakers. The Mayhews had Christianized the Indians, and the latter (with the New Testament translated into their language) had four Meeting-houses, as per map; their service (Presbyterian in form) conducted in their own language. During this year a Friends Society was formed.
1711: The North Cong. Society formed, and the first meeting-house (still standing in 1866) erected at the westward of the North Burial-Ground. It was built out of oak that grew on the Island. Names of the first Pastors unknown.
1719: White Population, 721.
1723: Straight Wharf built.
1726: White Population, 917.
1730: Quanaty Hill dug away to make land from Union Street to the present Shore.
1732: The Rev. Timothy White pastor of the 1st Cong. Society.
1761: The Rev. Joseph Mayhew pastor of the 1st Cong. Society.
1763–4: White population ..... 3,220 } 3,578.
Indian ..... 358 }
Indian Plague swept off 222 Indians, leaving only 136 on the Island.
1765: North Meeting-house removed to Beacon Hill (the present site). Out of 3,220 Whites, only 47 were pew-holders. Whaling in boats from the shore ceased.
1767: The Rev. Bazaleel Shaw pastor of North Society.
1774: Population 4,545; 1 clergyman, 2 doctors, and 1 lawyer on the Island.
From organization of North Society in 1711 to 1781 the Island could only boast of having one settled clergyman. Nor had it any Public Schools.
1775–81: About 1,600 Nantucketers lost their lives in one way or another during and on account of the Revolutionary War.
1778: Ratable property on the Island, $866,630.
1784: Population 4,269. Lighthouse [illegible] Great Point.
1790: Population, 4,620.
1791: First Whaling Vessel went from the Island to the Pacific.
1795: Name of town changed from Sherburne to Nantucket. Old North Tower erected. 3 wigwams (in Squam) only left standing on the Island.
1797: The Rev. D. Leonard pastor of North Society. Streets first named.
1799: The Rev. James Gurney pastor of same; he continued in charge twenty years.
1795: Nantucket Bank started, and robbed of $22,000 same year.

NINETEENTH CENTURY.

1800: The Academy incorporated, and the building erected. It was not a public School.
" Bell (weighing 1,000 lbs.) placed in North Tower.
" The Methodist Society organized.
" Population, 5,617.
1804: Pacific Bank and two Insurance Offices established.
1809: The Unitarian Society formed, the Rev. Seth P. Swift, Pastor. The North Society languishing on account of losing members to the Methodist and the Unitarian.
1810: Population, 6,807.
1815: Social Library instituted: Josiah Hussey, Esq., President.
1816: The Nantucket Gazette issued. It had but a brief existence.
1820: The Rev. Abner Morse pastor at the North. The Mechanics' Association, a literary society, was formed.
" Population, 7,266. 72 ships (21,600 tons) engaged in Whale Fishery.
1823: Columbian Library Association formed.
1827: Two Public Schools established and the Coffin School opened.
1830: Population, 7,202.
1834: The new North Meeting-house erected. Athenæum incorporated. 1836: Great Fire.
1838: High School opened. Great Fire in the town; loss $300,000.
1839: Trinity Church (Episcopal) erected; the Parish having been organized a short time before by the Rev. Moses Marcus, B. D.
1840: Population, 9,712.
1846: Great Fire, July 13 and 14. Whaling declines.
1847: Pine trees planted by Josiah Sturgis.
1850: Population, 8,779.
1852–3: Other Pine groves planted.
1854: Gas lighted for first time on the Island. 185–: Abram Quary (last man with Indian blood in him) died.
1860: Population 6,094.
1865: Population, 4,830. Alumni Association (of High School) organized.

HISTORICAL MAP OF NANTUCKET.

Surveyed and Drawn by

THE REV. F. C. EWER, D. D.

1869.

1869 Map of Nantucket
17th–18th and 19th Centuries

Territories of Sachem Publishers

the first session of Town Meeting

we discovered

1972 Panorama

Nantucket's Town Fathers

1972

These members of the Board of Selectmen were retained in office by the voters at the March 13 town election and for the first time serve under the staggered terms approved by the town meeting a year ago. They also serve as County Commissioners, Board of Health and Board of Appeals. Left to right: Andrew E. Lowell, 2 yrs., Arnold R. Small, 3 yrs., Robert G. Haley, chairman, 2 yrs., Ernest E. Whelden, 3 yrs. and Franklin S. Chadwick, 1 yr.

Untouched land

Off Polpis Road looking across the salt marsh with the harbor and Coatue in the distance. **Photo by Bud Stoc**

FIG. 6. POND AND MARSH VEGETATION, WEST BANK OF MIACOMET POND.

THE BEACH AT TOM NEVERS HEAD.

MONUMENT SQUARE GROCERY,
Whittemore Gardner, Prop.

H. MARSHALL GARDINER,

LOUIS COFFIN CO.,
Dry and Fancy Goods, Mens' Furnishings,
Main St., Nantucket, also Siasconset, Mass.

ERNEST H. JERNEGAN,
Dealer in Stationery, Periodicals, Cigars, Confections, Post Cards.
31 Main, corner Federal St., Nantucket, Mass.

Now "The Hub" – 1973

THE WHITE ELEPHANT HOTEL & COTTAGES

Daily Buffet Luncheons and Cocktails on the Lawn
Entertainment from five p.m.

Breakfast from 8 to 10:30 a.m.

Dinner from 6:30 to 8:30 p.m.
Served in dining room overlooking
Nantucket harbor

Reservations suggested
Call 640

Paul F. Klingelfuss
Owner - Manager

Old Time Fish Cart and Oil Truck – Poet's Corner

Nantucket Land and Land Owners

The citation filed by two mainland residents seeking to establish ownership of 622 acres of land in the Surfside-Weeweeder areas has aroused owners of land and homes in this section of the Island, as well as alerting the Selectmen to investigate the Town's stake in the area. A hearing will be held at the Probate Court next week — June 11.

This situation has given a new emphasis to the phenomenon of land values in our times. During the past decade in particular the prices on Nantucket real estate have reached unprededented heights. Old houses within the town and shore-front areas out of town have commanded prices never before realized. Sales of acreages in parts of the Island hitherto little used have taken on values hardly dreamed of a comparatively few years ago.

Of course, the demand for land is a national condition, but on Nantucket the situation is the more marked because of the closer involvment of people and scene. Property which for years was open land suddenly is the site of a house or a fence or a "no trespassing" sign. All too swiftly have we become aware that areas taken for tax liens — owners unknown — have become acquired when it would have best served the public interest to have had the town assume ownership. There has been a definite apathy on the part of officialdom which might have been more alert to the interests of the public.

The history of Nantucket lands and land owners is much more complicated than that of the mainland. The Proprietors established the "commons" and for a century and a half they were protected against private ownership. Then, when certain wealthy Proprietors were successful in forcing "set-offs" early in the 19th century, the ancient protection was broken. Only the efforts of the Nantucket Conservation Foundation has enabled the preservation of those natural areas where the atmosphere of the past still lingers — creating invaluable assets for the future.

Housing developments not wanted on Island, Inquirer and Mirror survey shows

Dec. 16, 1971

The results of the Inquirer and Mirror Housing Survey are in and they show that a large majority of the 225 returns (about ten percent of the registered voter population) opposes organized housing developments on Nantucket, favors controlled growth, and thinks that Nantucket is losing "that extra something" that makes it attractive. Opinion for and against Senator Kennedy's bill to study whether or not Nantucket should be included in the Cape Cod National Seashore was about evenly divided. These questions were answered one way or another in nearly all of the returns, while the other questions were answered in less than half of the responses. Many people added comments, often vehement, to their entries and some appended complete letters. Although some of the letters were signed, most took advantage of the anonymity guaranteed by the form of the survey and did not reveal their identity.

The survey was evaluated according to certain rules. Each entry was considered to be from one person unless specified otherwise (a few were.); if careful reading of a lengthy written answer to a particular question indicated that it was not a clear "yes" or "no", that answer was not counted in the total (although the comment itself might very well be reprinted). The I & M did not record the number of responses coming from off-island but notes that it was very small, according to envelope postmarks.

The percentages given below are relative to the total number of returns, i.e. 225. The difference between the sum of "for" and "against" answers and 100 percent is the percentage of returns not answering that particular question.

1. Are you available for or desirous of housing for the elderly?

Yes: 12% (of which 13 entries indicated that they personally were available, and of which six said they could not live out of town, six said that they could, and one said they "would manage somehow").

No: 45%.

2. Do you need low-income housing?

Yes: 5%

No: 50%.

3. Are you in favor of housing developments on Nantucket?

Yes: 5%

No: 82%.

(Editor's note: The following four questions were intended to be answered only by those favoring housing developments, but in fact many who opposed developments did answer some or all of these four questions. Despite some resulting ambiguity we are counting all of these answers.)

4. If so, do you prefer:

Single story? 13%.

5. Two story? 3%

6. Units built on separate house lots? 19%.

7. Cluster grouping? 6%.

8. Are you in favor of controlled growth? 73%.

9. Or random growth for the island? 2%.

10. Do you favor Senator Kennedy's bill for a study which would include making Nantucket a part of the National Seashore?

Yes: 44%.

No: 40%.

Note: Many replies said they didn't have enough information to know.

11. Do you think Nantucket is losing that "extra something" that makes it different from the rest of the communities in this country?

Yes: 78%.

No: 7%.

To Save Nantucket?

As does the Vineyard, Nantucket faces the immediate threats of overbuilding, auto traffic and destruction of wild lands. Our visitors, if they come in sufficient number, must inexorably destroy the very thing they come to seek. The greater difficulty of access to Nantucket is probably balanced by the smaller size of our island — just about 50 percent of the Vineyard's area.

A critical difference is in the response to the challenge. The Vineyard residents, dispersed among five towns and numerous hamlets, can't seem to work together. Nantucket, in contrast, has led the state, and even the nation, with its two successive Historic Districts Acts. Also it has an active and growing Conservation Foundation which owns, at last count, 27 sites totalling more than 2800 acres, and one large private game sanctuary protecting over 900 acres, with other small holdings contributing to an overall area of more than six square miles — ten percent of the island.

This encouraging progress notwithstanding, the problem has not yet been solved here on Nantucket. We can still be swamped under auto traffic, can still destroy our moors with hundreds of houses (all of which individually may meet the most rigid requirements of the Historic Districts Commission), and can still be forced by growing traffic to pave our winding rutted roads. These evils and worse will inexorably engulf us if we do not devise and implement preventive action which also meets our other islands needs.

However, the awareness, energy and enterprise of the Nantucketers, both year-round and off-island, is giving us a long head start over the Vineyard. Nantucket has proven in the past that its people can work together, employing their time and money for vital common purposes. Our initiative has gained us the ball — for the moment. Now we had better run with it.

"The low cost housing project appears to be a promoter's dream — to profit at taxpayer's expense. There is little need for such a large project." "Housing for elderly would 'have' to be single story. Separate house lots necessary to cut down fire hazards." "There is a definite need for housing for the elderly, but such housing should be located so that the elderly are able to walk to the stores, churches and to the homes of their friends in town. And such a project should "not" be a moneymaking scheme for either islanders or off-islanders." "Your are asking for trouble with such a housing project. How will all those people find jobs to support themselves?" "We need something for the elderly, yes, but the welfare, NO." "We do not need 100 new houses." ". . .Nantucket is 'not' the place for this type of growth!"

Comments on general growth and crowding: "Unless we begin to control things now it will be too late." "Where I live that extra something was lost ten years ago but no one noticed as it was not next door to them." "We are 'killing the goose that laid the golden egg'. Nantucket as we know and love it would be lost and all of the prosperity that goes with it." "Uncontrolled building and overpopulation would soon spoil the island and its heritage. Gone would be our clean air, benches and quiet. Our economy would suffer." "People who would sell their soul for a fast buck have ruined most of the beauty spots in our country. Save this lovely island." "Our lovely moors are scattered with dwellings — many not in keeping with Nantucket. Where once horse-back riding was an enjoyable sport it is now difficult to find trails. I feel Nantucket should not encourage quantities of new-comers to become 'permanent' residents. Let's keep Nantucket unique and quaint." "Nantucket is a unique part of America and its future lies in remaining so. It can be easily spoiled by 'development' — let's save it."

And suggestions for action: "This and similar schemes for moneymaking at taxpayers' expense should be killed by zoning and other community restrictions." "We would prefer to see land acquired by the Nantucket Conservation Commission instead of being made a part of the National Seashore. . ." "Need zoning, also car limit." "We urgently need a proper building code and rigid zoning regulations if Nantucket is to retain its beauty and individual flavor. Above all Development of huge acreage by builders MUST be stopped." "Need zoning and cut down on cars." "We need zoning desperately." "Please, let us vote again for zoning and a building code, and give Historic Districts enforcement powers. Let us NOT let Nantucket go down the Cape Cod drain."

Eel Point In Its Solitude

PHOTO BY LOUIS S. DAVIDSON

Dionis

PHOTO BY LOUIS S. DAVIDSON

. . . this stately old mansion was the site of the Post Office on the corner of Federal and Cambridge Street? The Atheneum may be seen in the background. Judging from the design of the automobile the picture was taken in the early 1930's.

4

The stalwart elm tree which has been standing in front of the Pacific Club building over eighty-three years, and furnished the cool shade for the "Cap'n's Room" during the summer months, was taken down this week and only such pictures as this and the memory of man can now recall how it looked. This tree, by the way, was the first tree planted on lower Main street in 1851, as is noted elsewhere in these columns.

APRIL 1851 —— Dec. 1934

Autumn Moors on Nantucket

The Moors of Nantucket.

These rolling lonely moorlands are
like unto the sea,
That cradles them and talks to
them and loves them lustily.
With tides of grass they foam in
Spring to flow eternally
In waves of white and gold and
green against a twisted tree;
The twisted tree that thrusts a
thorn, and wears a blossom too -
Escutcheoned rest for homing wing
- wind torn along the blue.
The pool that holds the fragrant
lily on its cool and tranquil breast,
And lures the stately Great Blue
Heron to its quiteude and rest,
And mirrors the brief glitter of the
dragon-fly's fey quest —
Is the pool the shy and graceful
deer know well, and love the best -
And no land but this heathland, this
island earth, can know
Such wondrous magic carpeting
for here the mayflowers grow
In such a sweet pervasion that the
tawny ground doth glow
With riot of rainbow color - and
surely it must be -
That heaven itself is scented - like
the moors of Sankaty.

Eleanor Dixon Glidden.

June 2 - 1951

Conservation vignettes

The Middle Moors

(The following is one of a series of background stories that the Nantucket Conservation Foundation, Inc., will print during the summer to familiarize people with the character of the land tracts it has acquired over the last four years. All of these lands will be open to the public to use and enjoy, but with with the provision that the privilege is not to be abused. Those interested in joining the Foundation in its efforts to preserve the island's natural beauty and assets write Box 13, Nantucket, or call 228-0555. Several kinds of memberships are available.)

"The golden moors are shining dear
Under the setting sun. . ."

The heart of Nantucket is its moors, some 10,000 acres of heath proper, unique to this part of the world, symbolizing the island's special quality to its devotees as no other characteristic does. Of these the section midway to 'Sconset unfolds with the most variety, encompassing some of the highest elevations on the island (Altar Rock on Macy Hill is 98'), the brightest panoramas and as magic an assortment as can be found of ponds, hidden valleys and rolling kame-and-kettle terrain, its contours sweetly outlined by low growing heath vegetation.

Deemed of the utmost "importance to Nantucket's overall landscape" by a University of Massachusetts resources survey team, the moors at the same time are a fragile asset, easily damaged by the uncontrolled passage of automobiles and subject to drastic diminution in character by building developments.

For these reasons the Nantucket Conservation Foundation's acquisition of a substantial tract of land just southwest of Altar Rock represented a major preservation step, made possible by Mrs. Louis Krauthoff's generous gift of 50 acres undivided interest in the more than 1,000 acres section she herited from her father, the late Paul Turner. Future gifts, she promised, would follow, depending to some extent on the action of landowners bordering her property. In warm response to her gesture, H. Jerome Ayers then made available to the Foundation, by gift and by purchase, 82 acres of the over 400 he owns adjacent to Mrs. Krauthoff's land. From the 'Sconset road, a right-of-way road edging the western boundary of the cranberry bog gives access to the area.

Up to 100 years ago almost 90 per cent of the island's land (most notably the middle moors) was a vast commons held in undivided interest by island proprietors who used it to farm and to graze, at times, as many as 17,000 sheep. The era lives today in the grassy meadows that carpet parts of the island so pleasingly, merging into the heath proper, that spread of exposed subsoil which cloaks itself in the unique plant growth that has enthralled poets down the years.

The ubiquitous bearberry, for example, a spreading ground hugging vine with its small red berries, could symbolize Nantucket as appropriately as the whale. Lichen and hudsonia spread picturesque defenses against erosion as do bracken and broom crowberry. Bayberry and low bush blueberries, clumps of groundsel, provide clustered patterns on the landscape. Liatris and the wild rose, sumac, goldenrod and thistle, asters and the stunning red moor lily dot the distances with seasonal color, the last named to be admired in its native setting only, as picking aborts its rebirth for another season.

In spring and summer a spreading cover of variegated greens, the moors come into their most spectacular season in fall with a fireworks display of autumn reds, golds and purples. Indian relics turn up frequently; the site of the old Indian Meeting House is not far distant, east of the cranberry bog. Deer and cottontails, a multitude of birds make their habitat on the moorland; thirty years ago, when summer hunt meets galloped over the area, jackrabbits imported for the chase were numerous. Today they have retreated to more isolated outposts.

Visually the area is a vast geology lesson. The rolling moorland along the Polpis road, or terminal moraine, is land created by the furthest reach of glacier action, ending where the glacier ended, at a line bisecting the moors north and south about half the distance between the Polpis and 'Sconset roads. South of this the low lying valley spreads, an intermediate section (including the cranberry bog) between the moraine and the outwash plain, the south shore section formed by runoff deposits from the glacier.

The ponds and hillocks of the moraine are interesting attributes of its geological formation, as are the kettles and kames: the kettles being depressions formed by blocks of ice breaking off and burying themselves in the soil before melting; the Kames, mounds formed by the filling up of holes in the ice.

Visitors are requested to keep their automobiles to the established moor roads. The moors are so sensitive to physical abrasion that even the one time passing of a vehicle may cause serious dieback of the vegetation.

#33 Milk St.

Town Crier
July 17, 1959

Old Nantucket House Wins Rare Award In Tour Of 9 Island Kitchens, Old And New

The coveted gold medal of the Garden Club of America was placed on the door of Miss Grace Brown Gardners' family home as an unexpected prize in the Nantucket Garden Club's Come Into the Kitchen flower show last Thursday and Friday.

The rare award was made by the three Garden Club of America judges for the general excellence of the arrangements, imagination and suitability to their surroundings.

It was one of four prizes Mrs. Samuel Mays, Mrs. Alexander Hunt and Madame Yoneo Arai bestowed in Miss Gardner's home. First prizes in both classes in the show and a special award were won by exhibitors whose arrangements were in Miss Gardner's kitchen.

Mrs. Winston Fowlkes wild flower bouquet of elderberry blossoms, Queen Anne's lace, day lilies and dock arranged in a gray stone jar won the first prize in the flowers class.

Mrs. Eugene Yates arranged a wide variety of vegetables in an old brown market basket to win the blue ribbon in the vegetables or fruit class.

The judges gave Mrs. Donald Hardenbrook, former screen star Helen Vinson, a special award for her composition, not as a flower arrangement, but because of the skillful way it told a story of a whaling captain returning home to his wife.

Miss Gardner's home, built in 1820 by George Coffin, is one of four on the Island to remain in the hands of the original family, and appropriately enough the Gold Medal award was made during the Coffin family reunion. Receiving guests with Miss Gardner who was wearing a black lace mantilla, was Mrs. Arthur E. Pratt of Bridgewater, Mass. here for the reunion. Mrs. Pratt had pinned on not only her 1959 reunion ribbon but an 1881 Clan Coffin badge of robins egg blue that had belonged to her mother.

The kitchen in the Gardner home was added several years after the house was built, and it has changed little since early days, according to Miss Gardner. The warm, homey atmosphere was enhanced by a bowl of doughnut holes with an invitation to take one, a basket of eggs, a worn cook book and a pot of stew simmering on the stove.

The Gold Medal of the "Garden Club of America" won by #33 Milk St, Nantucket as described in article on the right of this page

By Ye Name of Coffyn.

Authorities upon Heraldry give as belonging to the Coffins of Devonshire, England, a description, which, in its combination, is unlike any other family bearings, and consists of Bezants and Cross-Crosslets upon a field of blue with a Martlet on the Crest. While they differ as to order of arrangement and combination, the number of Bezants is never less than three nor more than four, and the Cross-Crosslets vary from five upward to a semee, which is an indefinite convenient number. This Coat of Arms corresponds with the description given of that granted by the College of Arms, in 1804, to Admiral Sir Isaac Coffin, Bart., founder of the Coffin School at Nantucket. All descendants of the Admiral's father inherit this Coat of Arms.

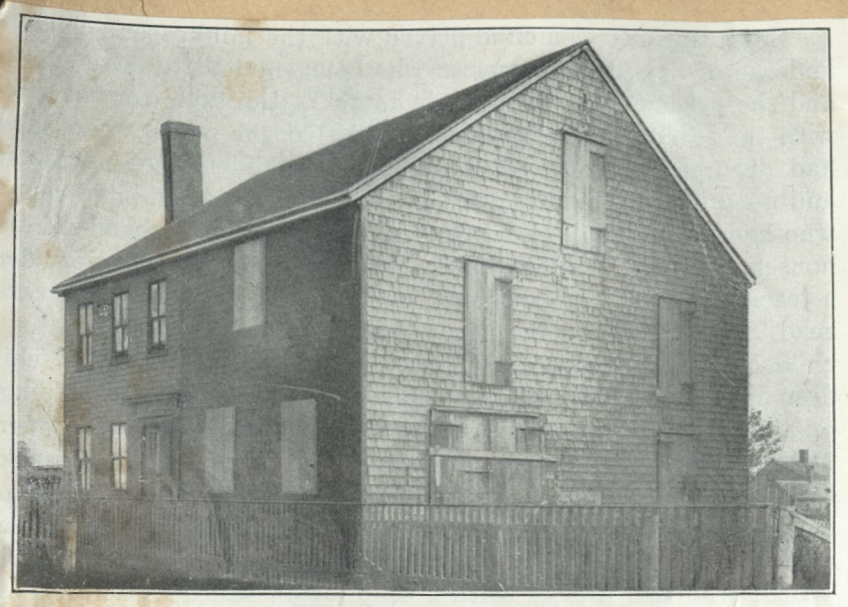
A "Gam" session

Miss Grace Brown Gardner brought with her a chapter from the book she had written in secret some years ago and had never before produced for anyone to see or read! It is an autobiographical story of Nantucket's earlier days and the chapter which Miss Gardner read was entitled "Neighbors" and gave, in detail and interesting anecdote, the story of the area surrounding her home on Milk Street; the house which was built by her great-grandfather and has been occupied by generations of the family ever since. The land across Quaker Road was also the property of her ancestors who had had the "Big Shop" on that section of the lot near the Quaker Cemetery. The Proceedings of the Nantucket Historical Association, 1916, has an article about the "Big Shop" by Miss Gardner's father, Mr. Arthur H. Gardner, which makes fascinating reading. In the Big Shop whale boats were built, calashes repaired, cabinet work done, and coffins made, the latter for a child for $1.00, $3.00 for adults, and it was "always a rendezvous for men in the western part of town, particularly evenings.

A feature in #33 Milk ST.

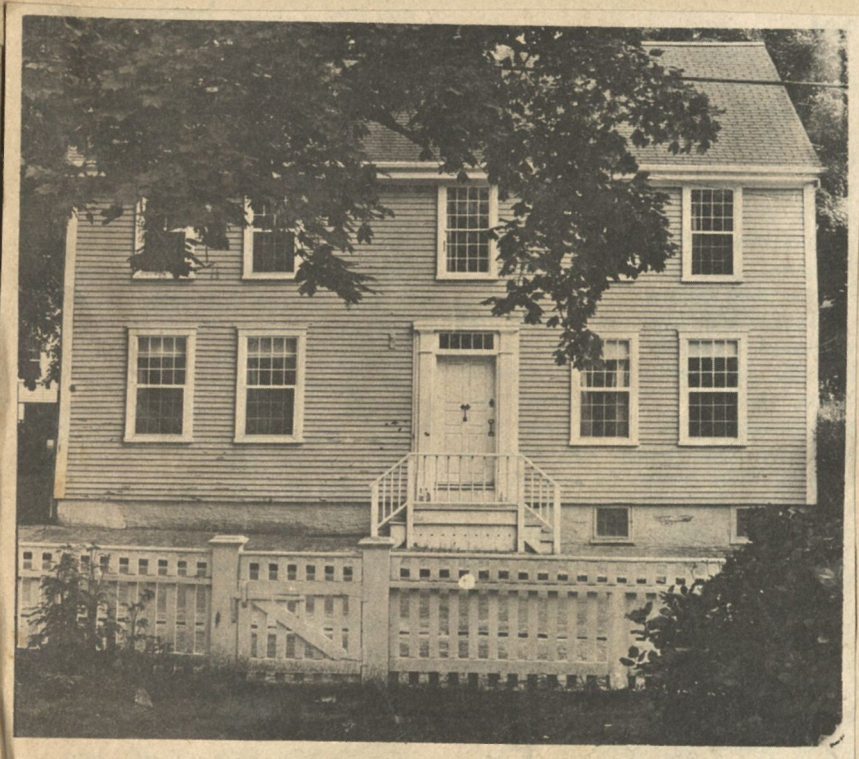
The earliest of the Nantucket houses were usually built on a low foundation of stone, with a small bricked, cylindrical cellar under the kitchen, which was used for storage of vegetables. In later years, the houses were built high on brick foundations, and this provided a well lighted basement which could be used as a summer kitchen with a fireplace and baking oven.

The front entrance, which was placed off-center, had two windows which provided light in the parlor on one side, and one window lighting a closet on the other.



This is the "Big Shop" after the south side was converted into a house, and before it was moved to its present location, 1848

The "Big Shop" owned by George Coffin
builder of #33 Milk St



The Christian House, 1720, one of the oldest on an island of old houses.

1972

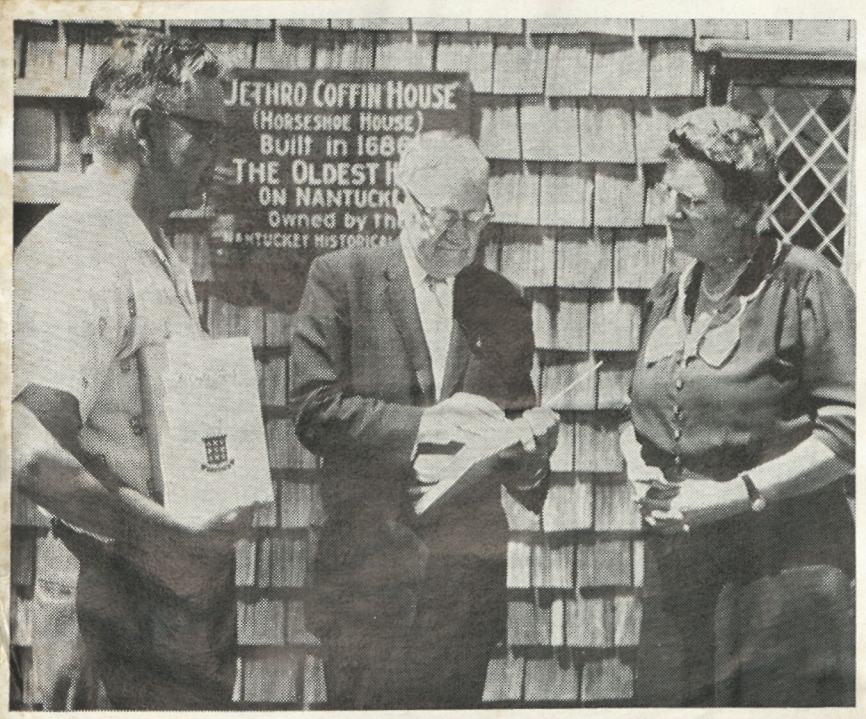


Photo by Bill Haddon

George W. Jones, President of the Nantucket Historical Association, sells the first copy of "The Coffin Family" to Jessie Schenk, while the author, Louis Coffin, autographs the book.

Historic Districts Commission

By EARL BANNER

NANTUCKET—Nobody ever could predict what the natives of this blessed isle would do next.

It was settled by people who valued their rights to free expression above everything else.

It was not surprising then that they have repeatedly given the backs of their collective hands to proposals for zoning as a means of preserving the world-famous Nantucket architectural tradition.

Instead, they went to the other extreme and last February created the Commonwealth's first municipal Historic Districts Commission. (Beacon Hill had one first, but this governs only a small section of the City of Boston.)

A Historic District Commission has arbitrary powers. It can dictate whether or not a property owner has permission to paint or repair the exterior of his house, in what fashion he does so, and whether or not he can raze a building or even alter its appearance.

A Zoning Board, evidently so obnoxious to the Nantucketers, is a newling infant by comparison. It can dictate lot size for new construction and determine whether a new building may be used for business or residential purposes. It cannot say much of anything about the architectural lines of a proposed building or prevent existing structures from being painted or altered in any way that fits the fancy of their owners.

★ ★ ★

The Nantucket Historical Commission can assess fines of from $10 to $500 per day against violators of its edicts—and "each day that a violation continues to exist shall constitute a separate offense" the town by-law reads.

★ ★ ★

There is some suspicion now that a lot of Nantucketers weren't fully aware of what they were buying when they unanimously voted to establish the Historic Districts Commission at the annual town meeting on Feb. 14 last.

While the commission is generally hailed as an unqualified success—having yet to live out its first 90 days of life—it early ran head-on into native Yankee resentment against self-initiative thwarting powers.

Many a townsman, for instance, was unaware at first that the commission could dictate the color of his house—and even whether or not he had the right to repaint it with any color at all.

The unpaid commission soon realized that it had been entrusted with all the ingredients of an explosive situation. To date, it has approved more than 90 applications for permission to paint, repair, or renovate—because, happily, all of the applications for new work in no way conflicted with the commission's strict standards.

All the time, however, it has been aware that many a Nantucketer who voted to put them to work has since had a change of heart.

★ ★ ★

There were rumblings here and there. Nantucket has always been peopled with rugged individuals. They are no oddity here. The gist of the complaint was that if John Doe (down here it's more apt to be Coffin or Folger or Turner) wanted to repair his roof or fix his front stoop or repaint the house, he'd be darned if he was going to ask any goshdarned commission for permission to do so.

★ ★ ★

This off-islander visiting blessed Nantucket for the first time this year ran into this resentment at his very point of entry—the airport. The Commission, of course, had been aware of it for weeks past.

A cab driver, commenting on events of the past Winter as he drove his fare (flew would be more apropos although it was a nearly ground level flight all the way) that the island had voted in a commission "to preserve historic Nantucket."

"The commission means all right and it's doing a good job," the cabby said, "but it's going to have its troubles. F'rinstance, you have to ask its permission to paint the house or repair the roof. Who do you think's going to do that?"

There's a faint connection between the two events. A day or so later, the Commission published a list of repair and renovation jobs that may now be undertaken by Nantucket residents without first securing the prior permission of the Commission.

★ ★ ★

The new regulations still severely restrict the individual's choice of colors. The so-called "quaint" blues, pinks, and various rainbow shades that are so prominent in many another Bay State Summer beach resort will definitely not be tolerated on Nantucket within the large territory under the control of the new commission.

★ ★ ★

Here's a partial list of the repair and repainting jobs now permitted within historic Nantucket without prior permission from the commission:

1. Reshingling walls with standard white cedar shingles.

2. Reshingling roofs with fire-resistant shingles with rectangular edges but limited in color to black, sea green, or gray.

3. Repairing wood shingle roofs with standard white cedar shingles.

4. Minor repairing of clapboards, window sash, frames and glass, doors and frames, porches, railings, steps, gutters, leaders, fences and gates, providing no architectural change in appearance is made and the same material is used in making repairs.

5. Repairing, repointing and waterproofing brick chimneys, walls and foundations, providing same type of brick and old-fashioned colored cement is used, and providing that if plaster covering is used it shall be rough cast.

6. Repainting trim, window frames, porches and steps, railings, gutters and leaders, providing color is white or light gray. Repainting window sash and doors white, light gray, dark or medium green or black.

7. Repainting blinds black, medium or dark green.

8. Repainting shingles or clapboards white or light gray.

9. Repainting wood fences and gates white or light gray, and iron fences and gates black.

10. Repainting foundations providing color is white, black, dark green or gray.

★ ★ ★

Most household repair jobs, except that of a complete repainting, can be accomplished now under this new code without seeking one of the commission's certificates of appropriateness. The choice of color, however, is still rigidly limited to either white, black, Nantucket gray, or medium or dark green.

(Photo by Bill Haddon)

"PRESERVED IN A DEEP FREEZE" is this sample of Nantucket's gracious past, on Nantucket's upper Main st. Zoning is impossible here. Backyards of even such stately mansions as this were sites of try works in the island's whaling era.

(Photo by Bill Haddon)

NANTUCKET HISTORICAL DISTRICTS Commission meets. Left to right: Walter W. Lindquist putting in an application for alterations, Norman P. Griffin, W. Ripley Nelson, chairman, Dr. H. Brooks Walker, George W. Jones.

The Nantucket Historic District's Commission is headed by W. Ripley Nelson, a retired New York businessman and World War I soldier who has been living here ever since shortly after his civilian World War II chores were completed.

Mr. Nelson has tackled this challenging, unpaid job enthusiastically and is confident now, since the allowable repair jobs have been so thoroughly spelled out, that "there never will be a test case" to challenge the commission's authority.

"The people of Nantucket are for this thing," he told the Globe. "It was their own idea and they're certainly going to back it up now that these first few wrinkles have been ironed out. Zoning could never have been applied here because, since the town was founded, practically every residence has been the site of a business venture of one kind or another, too."

When whaling was important here, he points out, the back yards of many of the proudest residences here were try-works for the trying out and boiling down of whale blubber and its various products.

The fact that Nantucket today is such a treasure of early American architecture and graceful living can be, in large part, traced to the "bad times" that visited the island from time to time during the past two centuries.

★ ★ ★

"Nantucket was preserved in a financial deep-freeze," Mr. Nelson says. The almost strictly local depression that followed the collapse of the whaling industry effectively halted new building during the Victorian and Gingerbread periods. Nantucket buildings were spared all of this simply because nobody on the island had the money to build during those or this (whatever your point of view) periods.

★ ★ ★

"There was a terrible fire here during the mid-1800s," Mr. Nelson continues. "This, too, was a blessing in disguise. When Nantucket was at its prime, business-wise anyhow, the town's population was in excess of 10,000 persons. It's down to something like 3000 now. Before the big fire, the buildings stood shoulder to shoulder in a large part of the town. It couldn't have been very pretty."

After the big fire, there was some rebuilding. Fire insurance was largely unheard of in those days and those who did rebuild could afford to and did so in a gracious manner.

The final result of all these community trials and tribulations was that Nantucket survives today as New England's outstanding surviving example of the easy living that befell the lot of quite a few during the so-called Federal Period.

An early morning walk in the Springtime up Nantucket's Main st., from the waterfront up to Monument sq., is an experience that every American should experience. Unfortunately, comparatively few of those who could afford to do so and many times more of those who could never afford to get here can do it.

Nantucket's cobbled Main st., with its slate slabbed crosswalks at convenient intervals, is a salty taste of America's glorious past. Most of the tops of the street's ancient elm trees were clipped off by the 1938 hurricane. The trunks and their generally sorry post-disaster offshoots still try valiantly, without too much success, to shade Main street's business section during the high-noon hours of extreme heat in the Summer months.

Solid proof that it was never the elms but rather the buildings they shaded in happier times that provided the chief attraction for Summer visitors here is seen in the constantly growing number of "Summer shad "who come in here year after year after year.

"Summer shad" is the native's appelation for the people who come here to stay for only a short while. There's a small run in the late Springtime, a heavy run during the months between June and September, and a late run during the glorious month of October. After that, except for the regular traveling salesmen, there's practically no "shad" at all. Not quite in the same category as the "Summer shad" are those folks who come here year after year as regular "Summer residents." A lot of them are congregated at 'Sconset (Square name—Siaconset). The commission has jurisdiction over this section of the island, too.

'Sconset is the home of the truly rose covered cottage. Originally, it was a Summer codfishing colony for the real Nantucket folk. When the Summer invasions began, a half century or more ago, the invaders bought up these 'Sconset fishing shacks and made adequate Summer cottages out of them. Almost every house in the area now, whether it dates back to the true fishing colony era or not, has a trellis on the roof for the roses that grow so remarkably well there. There is even one section of the colony there, Codfish Park, where local legend has it that nobody has to pay taxes.

The thing of it is, Nantucket village itself still claims to be New England's purest example of a long-dead era. It's fabled Main st., with its Doric and Georgian fronted buildings, is still viewed by many of the "cognoscenti" as a more vital connecting link with a storied and gracious past than even famed Williamsburg. Nantucket, despite all of the adversities that have been visited upon it, is still alive and functioning. It never needed, and never would have called for—no doubt, for foundation millions or state aid to preserve things as they were.

More than any community in New England, perhaps, it is brimful of those intangible and material assets which Nantucketers of today were so cognizant of when they decided that the Commission had become necessary this year.

Historical Association Is Offered Newspaper Press

The large, flat-bed Miehle press, which has printed The Inquirer and Mirror during the past five years, has been offered the Nantucket Historical Association by George W. Morgan, owner and publisher of the newspaper. At a special meeting of the Council of the Association on Tuesday ot this week, the Council voted to accept the offer provided a suitable place may be found in which to store it. The Nantucket Historical Trust has most generously offered to assist the Association in underwriting the cost of its removal and storage.

It has been suggested that the last pages of the last edition of the old "blanket sheet" size of The Inquirer and Mirror be preserved in the iron forms and transported with the press, so that they may be reissued on occasion as historical mementoes of the last old-style, 9-column newspaper page in the United States.

Historical Assn. Accepts Old Town Building

At the regular monthly meeting of the Council of the Nantucket Historical Association on Tuesday afternoon, announcement was made of a generous offer of the Nantucket Historical Trust to financially aid the Association if it accepts the offer of the Town to acquire the old Town Office Building.

Given this vital support the Council voted to accept the Town's offer and to notify the Selectmen to this effect. As soon as the legal transfer is completed plans for the restoration wil be launched.

In restoring and repairing the old building the Historical Association will supply another place of interest to the visitor, and in an area which is gradually becoming a scenic center. Most important, of course, is the preservation of a place of history that belongs to Nantucket alone, and members of the Council expressed themselves as most encouraged by the support offered through the Historical Trust.

The brick building was swept by the Fire of 1846, but the interior was restored the same year.

Resolution Adopted by Maria Mitchell Association

At the annual meeting of the Maria Mitchell Association, on August 18, President B.F.D. Runk presented the following resolution, which was unanimously voted to be placed on the minutes of the Association:

Alice Albertson Shurrocks
1880 — 1967

The death of Alice Albertson Shurrocks on January 13, 1967, marked the passing of the generation which had worked with the Maria Mitchell Association on Nantucket from its inception in 1902. As a child she came up from Philadelphia to spend her summers with her grandmother in the house in which Maria Mitchell had been born. Later she helped her mother, Mary (Mitchell) Albertson, open the Memorial House to visitors and assisted her in developing the Natural Science Department and the Library. She succeeded her mother as Curator of the Birthplace (1914-1932; 1946-1947), and as Librarian (1914 - 1920). From 1926 to 1933 she held the title of Director of the Natural Science Department.

After settling on Nantucket permanently, Mrs. Shurrocks, from her house at number 16 Vestal Street, watched over the activities of the Association with a consuming interest. She served on the Natural Science Committee, the House Committee, the Library, Membership, and the Publications Committees. She wrote a guide to *Nantucket Wild Flowers* (1921), a supplement entitled *A Grain of Mustard Seed* (1958), and told of the Birthplace as she knew it in her childhood in *Two Steps Down* (1953). To her successors as Librarian, Curator, and Director of Natural Science she freely gave help and counsel. In 1965 she was made an Honorary Member of the Association.

As a guide to children and a friend of adults, Alice Shurrocks will be remembered not only for her years of service to the Maria Mitchell Association, but for her great devotion to its purposes — a memorial to Maria Mitchell, a center for scientific investigation, and a source of inspiration and instruction to young and old.

Happy Birthday, Maria Mitchell

MARIA MITCHELL (1818-1889) is shown here with her beloved father in an old print, courtesy of the Maria Mitchell Association.

Aug. 1963

Negro History and Nantucket

Last week was set aside as "Negro History Week" in this country. As was to be expected, there were a number of excellent articles and accounts in the press which told of the various contributions which the Negro has made to the cultural and economic growth of this country. But, of one of the recognized outstanding figures of a century ago — the great Negro orator Frederick Douglass — there was only a brief reference.

It is a matter of considerable importance that the career of Douglass actually began on Nantucket. As the home of some of the most influential abolitionists in the country — Lucretia Mott, Nathaniel Barney and Anna Gardner, for example — Nantucket was supporting this movement when William Lloyd Garrison and his group came here to hold an "open meeting." Concerned less the gathering should become beseiged by Islanders who, while approving the purpose of the meeting, did not like Garrison's militancy, the trustees of the several churches and halls where public gatherings were allowed refused to allow these places to be used. At length, the Garrison group was permitted to assemble in the "Big Shop," a boat-builders' shop on what is now called Quaker Road.

So large was the crowd that the windows were opened to allow those on the outside to hear as well as see. But the meeting was not going well, and the alert Garrison suddenly turned to Douglass — an escaped slave — who was seated on the platform, having accompanied him from New Bedford as a helper, and asked him to speak. "Is this a piece of property or a man?" remarked the Boston abolitionist. Douglass arose hesitatingly to his feet. He had never before been requested to appear as a speaker. "Tell YOUR story," called Garrison.

Slowly at first, then — losing himself in his narrative — Douglass told that story. His natural gift emerged. It was a great dramatic accomplishment, and launched him on a career both successful and worthy. Some of his later statements should be remembered by the Negro leaders of today who so blindly advocate violence. Said Douglass: "It is often easier to face pistols than to face prejudice. A little brute strength can do the former; but only rare moral courage can unflinchingly do the latter."

The Quakers of Nantucket were among the first in New England to free their slaves; the whaling merchants of Nantucket paid the Negro whaleman the same "lay" as his white shipmates; the Negro community here had its own church and school; and Nantucket integrated her schools as early at 1841. When Frederick Douglass revisited Nantucket in 1881 he was invited to speak at the Unitarian Church and the main auditorium was crowded. After beginning his formal address he suddenly broke away from it, as he suddenly recalled his first appearance before a Nantucket audience forty years before. His eloquence became heightened by emotion, and his words brought tears not only to his eyes but to those of his listeners.

Negro leaders of today need to study the lessons provided by the life of Frederick Douglass, especially his remarks on the stupidity of violence.

NANTUCKET HISTORICAL ASSOCIATION

HISTORICAL MUSEUM, Fair Street

FRIENDS MEETING HOUSE, Fair Street
WHALING MUSEUM, Broad Street
OLDEST HOUSE, Sunset Hill

OLD MILL, Mill Hill
OLD JAIL, Vestal Street
1800 HOUSE, Mill Street

September 8, 1960

Mrs. Arthur E. Pratt
25 Pearl St
Bridgewater, Mass

Dear Mrs. Pratt:

We welcome you as a new member and hope that you will benefit from your membership.

Enclosed is your membership card and the July issue of the magazine is on its way.

We all love Miss Grace Brown Gardner and any relative or friend of hers is a true gem for our Association.

Sincerely

Ethel Anderson

(Miss) Ethel Anderson, Sec.

Enrichment of Knowledge of Nantucket

With the publication this week of a book titled "The History of Nantucket," the Nantucket Historical Trust again demonstrates the practical approach to preserving the historical aspects of this Island. This volume is a bibliography of source material relating to Nantucket history compiled by Mrs. Marie M. Coffin who, in her preface, states: "The need for a definitive source of information that catalogues all the known data pertaining to the history of Nantucket has long been recognized by those with a real interest in this historical landmark."

In her cataloguing, Mrs. Coffin has listed a remarkable collection of Nantucket data, ranging from Account Books, Actors and Agriculture, to Windmills, Wrecks and Zoning. The variety of the inventory is as good an indication as anything as to the diversity of Nantucket historical interests.

As an example of the dedication of the Nantucket Historical Trust this book serves well. In the introduction, the Trustees state such motivation clearly, noting: "The book, therefore, is really the work of a living force, directing its scholarly pursuit toward making Nantucket come alive wherever these pages find a home. The Trustees owe thanks to many helpful and interested friends of the Island, but above all thanks and credit go to Mrs. Charles Clark Coffin for her unrelenting and execellent work in compiling the elements of this Bibliography."

While this should prove an invaluable aid to those researching and studying Nantucket history it will also serve to suggest further sources for study. The Nantucket Historical Trust and Mrs. Coffin are to be congratulated on this distinct contribution to Nantucket and its natives, residents and friends.

1970

Marines' New Boss

VIRGINIA-BORN Lemuel G. Shepherd, Jr., 55, schooled at Virginia Military Institute and in both world wars, is the new boss of the guys who've fought their country's battles from the Halls of Montezuma to Korea.

Gen. Shepherd took over as new commandant of the U. S. Marines on New Year's day. He's as cocky and tough as they come and he's hopeful the Marines will become a more important branch of the armed forces during his term at the top.

Another former Marine, Senator Douglas, democrat, of Illinois, set the wheels turning last spring when he sponsored a bill expanding the strength of the Marine Corps to 400,000 officers and men.

The Senate passed the bill unanimously on May 4. An attempt will be made to make it one of the first items of business when the House resumes work this month, but some opposition is probable.

Senator Douglas' bill requires the Joint Chiefs of Staff to consult with the commandant on all decisions affecting the Marine Corps. Top brass of Army and Navy and some members of Congress oppose this requirement.

Mr. Truman, an old Army man, wants the Marines to remain the Navy's police force. We'd say the Marines have earned the right to be consulted.

General Lemuel G. Shepherd was the grandson of Mr & Mrs Benjamin Cantwright of Nantucket, Mass.

East side #33 Milk St.

East side showing back of #2 Copper Lane

Rose of Sharon bush

#33 Milk St - Repairs being made 1974

Showing changes to #33 from the Quaker Road side 1974

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE. BOSTON.

22d April, 1919.

Mr. Arthur H. Gardner,
Nantucket, Mass.

Dear Mr. Gardner:

In recognition of the patriotic service you rendered the Commonwealth and Nation during the period of the war as County Food Administrator, please accept from me, on behalf of the people of Massachusetts, the sincerest appreciation for the real contribution you made to the successful winning of the war.

The work you have done not only will be permanently engraved upon the annals of Massachusetts' history, but should be a source of great satisfaction to yourself. You did a notable service, and one that speaks eloquently of your loyalty to our country.

Very truly yours,

Calvin Coolidge

O

An authentic "Calvin Coolidge" Signature
when he was Governor and later President of the United States

Fishing Shacks On Historic List

June 11-1965

The charming old shacks belonging to artists and fishermen on both sides of Old South Warf are included in the Historic American Buildings Survey in the Library of Congress. They have been entered as a group in the list of 10 Nantucket buildings and homes in the Library's exhibit. This photo of them is part of a series in which all of the selected Island monuments to our past are being presented here in successive issues.

The Survey was created to leave a picture record of what the nation's historic buildings looked like in those cases where they are about to be or may be demolished, as is happening in most of the nation's large cities and even here on the Island.

The historic old shacks are now owned by Sherburne Associates. Unconfirmed reports that they were to be replaced by some kind of Williamsburgh restoration, in the Sherburne plans for modernizing the harborfront, have been a cause of considerable consternation in those Island circles, particularly in the artists' colony, where the ersatz never will be accepted as a substitute for the real thing.

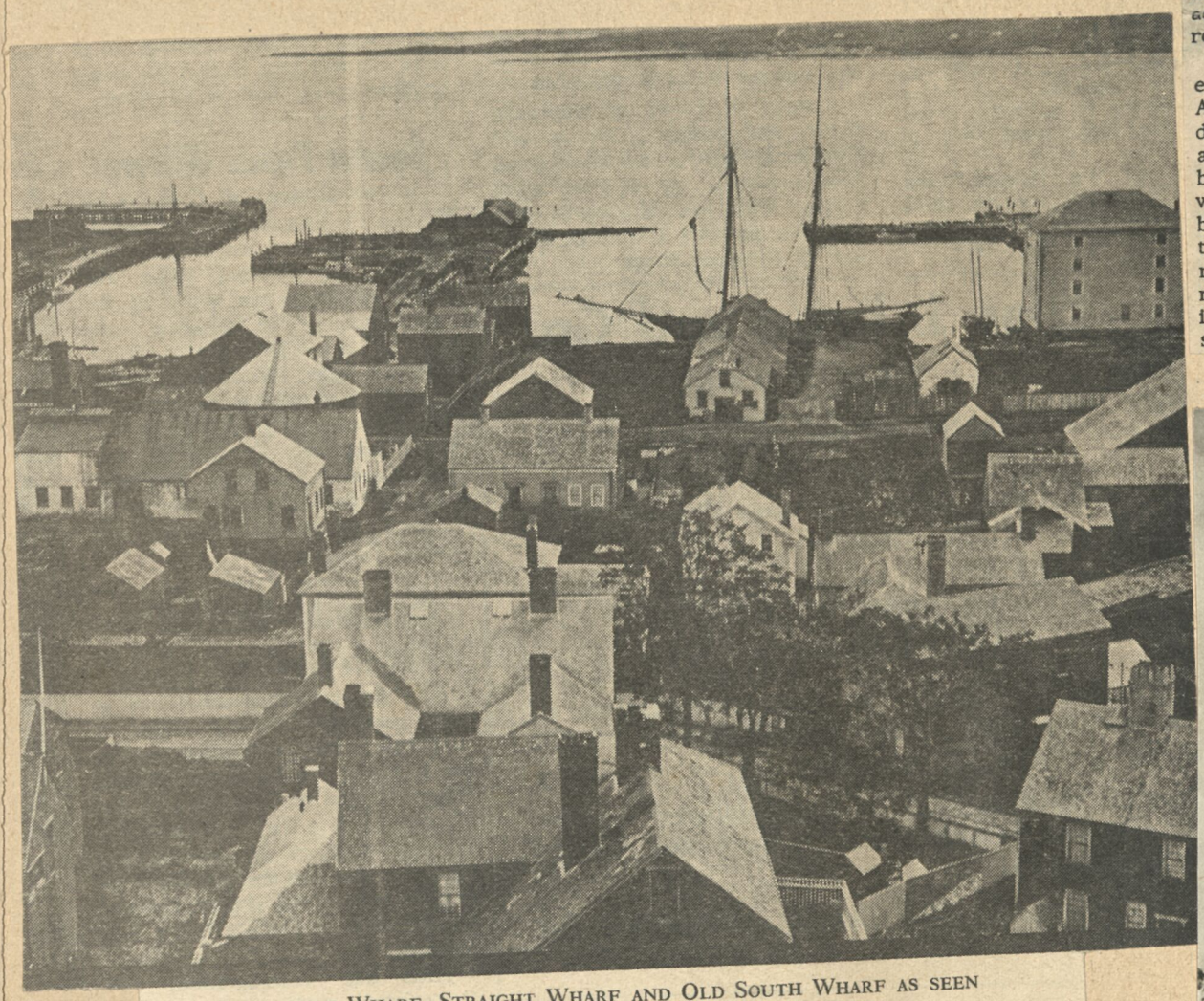
The Old South Warf was started in 1760 and finished in 1762. As the whaling industry grew, so did the number and variety of shops and businesses on the wharf. Just before the great fire of 1846, there was a pump and block-making business; five blacksmith shops; the old rope-walk under the direction of Robert Ratliff, where rope and cordage were spun; over it was the sail loft where thousands of yards of canvas were

the dock was the lumber yard of Isaiah Robinson and Peleg Macy besides numerous smaller shops and artisans engaged in different trades. All day long coopers, spar makers, riggers, boat builders, and sail makers were at work; ironsmiths were forging harpoons, lances, and knives; cordage factories were turning out every kind of standing and running rigging, bolt-rope, wormline, marline, spunyard, whale lines, and other equipment of this type.

Virtually all of these enterprises were ruined in the fire. The burning oil from the storage warehouses rolled and poured into the docks so that the whole waterfront became a sea of fire, with the New North, Old North, Straight, and Old South Wharves all destroyed.

When rebuilt, with the whaling industry declining, Old South Wharf became a business wharf. Many shops on Washington Street and other streets in the vicinity were moved to the wharf and instead of being used in the whaling industry were used in scalloping and quahauging.

When the United States entered the first World War, Henry W. Lang, who had purchased the wharf in 1917 from W.T. Swain and Co. turned the use of it over to the Government for the duration. Mr. and Mrs. Lang established the Island Service Co. which existed as an independent company until 1964 when Shurburne Associates bought it.



STEAMBOAT WHARF, STRAIGHT WHARF AND OLD SOUTH WHARF AS SEEN FROM THE TOWN CLOCK IN THE LATE 1800's.

There have been many changes along the waterfront in the past 70 - 80 years. Many of the buildings in the above photograph have long since disappeared from the scene — so have the large sailing ships and coal sheds. And another 70 years will undoubtedly bring further changes along the Nantucket waterfront.

Each change brings new ways to make your living more comfortable and convenient. We don't know what the future holds in this department, but we do know that the intervening years since the late 1800's have brought you clean, dependable oil heat for home comfort — no more shoveling coal, stoking the furnace, or fighting coal dust and fumes. Now you have Mobil Heating Oil for the best in home heating.

Apr. 1967

OLD SOUTH WHARF

Nantucket's "Good Neighbors" -

"The Selleckes"

Florence - George - Roberta

CAMBRIDGE CHANGE ANNOUNCED. George Selleck, left, who has served as secretary of the Friends Meeting at Cambridge, Mass., for the past 28 years will retire as of July 1 and Elmer H. Brown, right, now minister of education at First Friends Meeting in Richmond, Ind., then will become secretary of the Meeting. George Selleck and his wife, Florence, will make their home at Nantucket and expect to do writing and traveling. Elmer Brown has served at First Friends as co-pastor since 1960. He holds a Ph.D. degree from the University of Southern California and has long been active in Friends' pastorates and teaching assignments.

Mrs. Arthur E. Pratt, of Bridgewater, Mass., arrived this week and will be at the home of her cousin, Miss Grace Brown Gardner, at 33 Milk Street, until fall. 1971

Mrs. Jack W. Grout

Prospect St.

The MacDonalds' Window Boxes

Cor. Fosker Rd. and Copper Lane

Beatrice Penny

Memorials to Shipwreck in 1863 Revive Memory of Nantucket Mariner

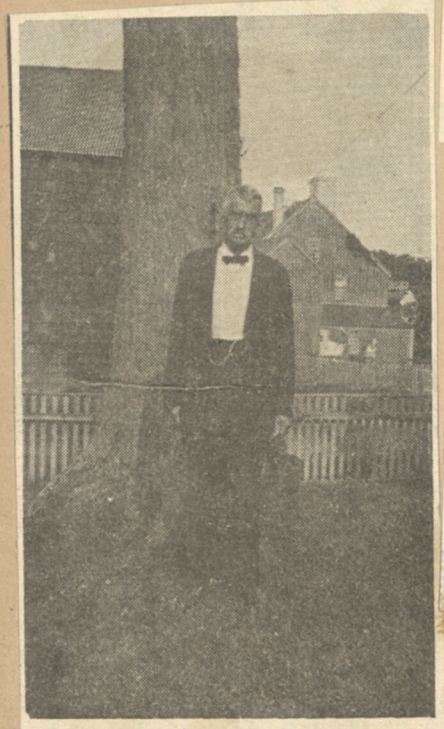
By Edouard A. Stackpole

A few days ago, an article in a metropolitan newspaper announced that a most unusual ceremony will take place this spring, when twin memorial plaques are to be erected at two widely separated places — New Bedford, Massachusetts, and the Island of Mikura, Japan. The plaques are to commemorate the rescue of the crew and passengers of the American clipper ship *Viking*, wrecked on Mikura Jima in 1863.

One of the two bronze plaques will be placed in the Whaling Museum in New Bedford; the other in a memorial house on Mikura, built especially to house the relics salvaged from the *Viking*. Appropriate ceremonies will be held on both occasions.

Nantucket will also be represented at these dedications, although unofficially. But, if only in token, the memory of an Islander should be recognized — that of Benjamin Cartwright — who was not only aboard the *Viking* and survived the wreck but wrote an account of the adventure which, today, is probably more of interest than when he originally penned it for his daughter, Jean, sixty years ago.

* * * * *



Ben Cartwright in his later years.

Grace B. Gardner
Rose Hubbard
Tom Hubbard

Webster Brown Gardner "Cousin" (Coffin) Florida

1959

At Jethro Coffin House
Coffin Reunion

Fifty Famous Nantucketers.

By Grace Brown Gardner.

15.

OBED MACY

1762—1844

The early settlers of Nantucket were too busy with pioneer problems to write any history of those early days. Not until 1835 was a history of the island published, written by Obed Macy. Fortunate indeed is the owner of the first edition which is now a collector's item. A second edition was published in 188 by his grandson, William C. Macy with later material added. This vo me has also been out of print fo many years.

Obed Macy was a birthright mem ber of the Society of Friends. On of a large family, he made the mos of his few opportunities for study At one time he worked as a farm laborer and later as a shoemaker. H made three short voyages whaling and then formed a partnership wi two of his brothers in the boat buil ing and ship fitting business, which they were successful. He w of systematic habits and early in l formed the habit of keeping a dia which was the basis of much of l historical work. Edouard A. Sta pole, in his "Rambling Through t Streets of Nantucket", mentio Obed Macy's commodious dwelling Pleasant street, which was erected 1810.

In the preface to the first editi Mr. Macy registers his surprise t no history of Nantucket had e been written. To him the annals the island seemed the material fo most valuable volume. Later hist ans and the general public h agreed with him. He states in volume that it contains omissi which may be accounted for in ways: "First, the author has b studiously careful rather to o some trifling affairs, rather than wound the feelings of individuals their recital; secondly—there is v little on record and few docum relating to much of the time braced within the limits of the tory." His Quaker background only led him to spare the feeling individuals, but also to "pass o too briefly for the satisfaction later historians any local unpleas ness, such as the feud between Coffins and the Gardners, the s war and the bank robbery.

The late Henry B. Worth, als Nantucket historian, writing in regrets that Obed Macy was aware of the rich mass of histo data within reach at Edgartown well as much of that in Nantu and also that he was unable to cipher the manuscripts of the e settlers. However that may be, Macy was a pioneer, and many o successors refer constantly to hi a source of original material.

In "Nantucket The Faraway land", Dr. William O. Stevens of the island history, "My own fa ite account is in the first, that ten a hundred years ago by Macy".

By Grace Brown Gardner.

16.

JOSEPH STARBUCK

1774—1861

A recent visitor to the island was heard to remark, "No, I do not mean that Starbuck. I mean the father of the three bricks and the three brothers." Rather an unusual characterization, but readily identified by anyone who has read Dr. Will Gardner's cleverly named book.

One of the greatest of the whale oil merchants, Joseph Starbuck had vivid memories of the days when as a lad he lived through the Revolution and the great privations suffered on the island at that time. His father was a man of varied interests. He did a thriving business importing live stock and butchering and selling meat. He also had a large cooper shop and a cordage plant and a candle factory, and owned ships.

Joseph's two brothers went whaling as was the custom of so many Nantucket boys, but Joseph himself was more interested in his father's business enterprises, and stayed ashore.

In his early twenties he married Sally Gardner, and soon after 1807 built the house on New Dollar Lane, where he always lived. This house caused much comment as it was a distinct departure from the accepted lean-to type with a central chimney. It was near the try works, sheds and candle houses of the expanding business of what was now the firm of Thomas Starbuck and Son, Joseph being the son.

Prosperous times had come to Nantucket, and Joseph was becoming wealthy in the whaling business. Oil was landed at Nantucket and refined in the Starbuck factories, and many of the ships that brought the oil were owned by Joseph Starbuck and Company, as the firm was now called.

Joseph's six favorite ships were listed as The President, The Hero, The Omega, The Three Brothers, The Loper and the Young Hero, and these six ships, according to Dr. Gardner's book, made over fifty voyages and brought to the island $200,000 worth of oil. Among other ships which flew the blue and white Starbuck house flag and whose names are familiar in whaling annals are the Elizabeth Starbuck, Levi Starbuck and Joseph Starbuck. Family ties were strong in the Starbuck family.

The prosperity of the island was indicated by the new brick structures which were replacing the old business houses and dwellings. The Rotch counting house, the Folger block and the Pacific National Bank were all of brick, and several brick dwelling houses had been erected.

There was much talk in town when it was learned that Joseph Starbuck had bought several properties on Main street and was to tear them down and build three brick houses for his three sons.

Today not a single Nantucket whaler sails the seven seas; not a vestige remains of the extensive factories and candle houses of Joseph Starbuck; of all the numerous Starbuck connections not a single name is found on the present day voting list; but the "three bricks" remain as a distinctive architectural feature of Nantucket and as a reminder of the days when Nantucket was the greatest whaling port in the world.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

19.

WILLIAM HADWEN

1791—1862

William Hadwen was born in Newport, R. I., but was of Nantucket ancestry. He was a silversmith by trade and was one of the five men who founded what became the well-known Gorham Silver Company of Providence. In 1820 he came to Nantucket and established himself in the business of a silversmith. Fortunate indeed are those who own Nantucket silver bearing the imprint of W. Hadwen.

In 1822 he married Eunice, the daughter of Joseph Starbuck, and later formed a partnership with his father-in-law in the oil and candle business. The firm was very prosperous and he amassed what was considered as a fortune in those days.

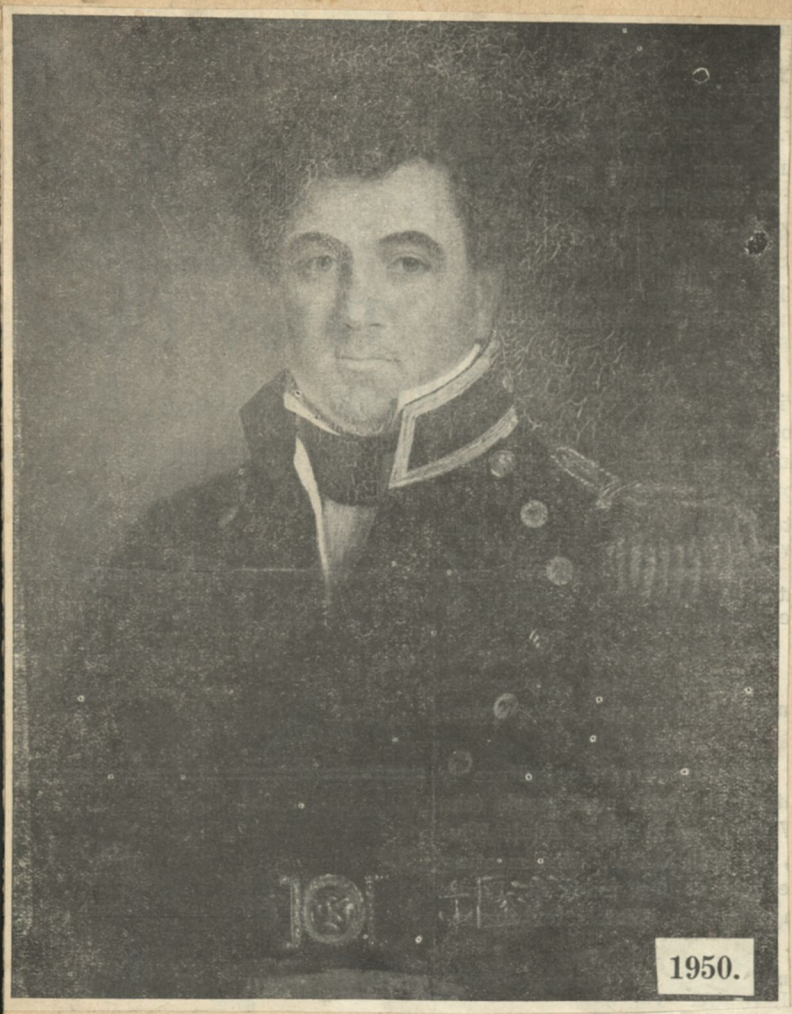
After his marriage William Hadwen built the imposing white pillared house on the corner of Main and Pleasant streets which was occupied by him and by his family for many years. He also built a similar house next east for his niece and adopted daughter Mary G. Swain, who married George W. Wright. This house is still referred to as the "Wright Mansion". The carvings and the plaster designs in the hall and the large "dome room" on the second floor are unlike anything else on the island.

* * * * *

In a chapter heading in Dr. Will Gardner's book "Three Bricks and Three Brothers", he refers to Joseph Starbuck as "the builder of brick mansions and stately ships". He attributes the distinction of the three bricks, which are across the street from the Hadwen houses, as largely due to the influence of Starbuck's son-in-law, William Hadwen. This was a neighborhood of closely related families, as there was much marriage between Starbucks, Hadwens, Barneys and other island families.

* * * * *

In the palmy days of the whale fishery when fortunes were made by the island ship owners and merchants, William Hadwen was an important factor in the tendency to break away from the influence of the Society of Friends. Their strict ideas had controlled building on the island for many years. Moderation and simplicity were expressed in their houses as well as in their dress. William Hadwen's ideas of architecture were formed in his native Newport, in Salem and in other prosperous New England cities, as well as by his extensive reading on the subject. And to him is due much of the charm of Nantucket's famed Main street.



Fifty Famous Nantucketers.

By Grace Brown Gardner.

20.

ALEXANDER B. PINKHAM, Lieut.

1792—1843

Edouard A. Stackpole, from whose researches this article is largely taken, describes Alexander Bunker Pinkham as "a Nantucket man who followed an ideal in a far country". The addenda to the list of Nantucket sailors who served on the "Ranger" and "Bon Homme Richard" on the tablet erected by Abiah Folger Franklin Chapter, Daughters of the American Revolution, explains Mr. Stackpole's characterization.

Alexander Bunker Pinkham was born in Nantucket in 1792. From both sides of his family he inherited his love of the sea, and like many another Nantucket boy of that period he went whaling at an early age. His first voyage took place when he was fifteen. On his next voyage he was promoted to the coveted berth of boatsteerer or harpooner. Later both Alexander and his brother Reuben joined the United States Navy and both rose to the rank of lieutenant.

In 1831 Lieutenant Pinkham, on leave of absence from the Navy made a walking tour of England Ireland and Scotland. Brought up on the island of Nantucket where he had heard his fellow townsmen Reuben Chase, Harry Gardner and others tell of their exploits while serving under John Paul Jones, admiration of the latter became his boyhood obsession and it was his earnest desire to visit the birthplac of his hero.

After much difficulty he located the estate where the birthplace of John Paul Jones was situated. Of course the career of the hero was regarded by the English in a very different light from what it was regarded by Americans. There was little enthusiasm among the people of the neighborhood in regard to one who was considered a pirate, sailing under the flag of rebellious colonies. Lieutenant Pinkham's goal was found to be a rude stone hut, roofless and practically a ruin. After making a sketch of the cottage he continued his tramp through the countryside.

Later, however, he returned and was able to contact the owner of the property, to whom he explained his desire to restore the birthplace of his hero. Not only did the owner grant the desired permission, but he told many youthful anecdotes of John Paul Jones, whose father had been the gardener of the estate.

During the next few days Lieutenant Pinkham watched the roof being restored to the cottage and left money to be used in further repairing to make it habitable. At his request it was to be occupied rent free by the widow of a fisherman. With its thatched roof and whitewashed walls it became a landmark for ships entering the waterway.

Thus did a Nantucket man follow his ideal in a far country. On the bronze tablet previously referred to is inscribed "Lieut. Alexander B. Pinkham who in patriotic remembrance restored the birthplace of John Paul Jones at Arbigland, Scotland".

Fifty Famous Nantucketers.

By Grace Brown Gardner.

10.

MICAJAH COFFIN

1734—1827

Micajah Coffin was the son Benjamin Coffin, who was a famou Nantucket schoolmaster for half century. Micajah was of scholari tastes and was thoroughly grounde by his father in the customar studies of the day, especially Latin which at that time was often taugh as a spoken language.

As a youth Micajah served an ap prenticeship at carpentering wit Elihu Coleman, the builder of th only house yet standing at the origi nal site of the town of Sherburne He married Abigail Coleman, th youngest daughter of his employer In addition to his work as a carpenter he ran a packet service betwee Nantucket and New York and became widely known as a "trader" building up a profitable business.

Always interested in town affairs, he served on various committees and gained a reputation as a clear and forceful speaker and writer.

During the perilous years of the Revolution and the hardly less troublous years following Micajah Coffin was among the leaders of the town in political affairs. To him was entrusted the duty of drawing up the memorials and petitions concerning the sufferings of the islanders under the British blockade and the pleas for relief by the assumption of neutrality. The activities of Micajah at this time form a large and important section of Dr. Will Gardner's recently published book "The Coffin Saga".

Later on, honored and trusted by his fellow citizens, Micajah was chosen their representative to the General Court of Massachusetts for over twenty years. During the time that he spent in Boston he was concerned with many important messages in regard to the welfare of the island, such as regulation of the sheep industry, the control of lighthouses, and problems connected with whaling. It was due to his efforts that the name of the town was changed from Sherburne to Nantucket. He became well acquainted with the leaders of the young Republic and served Nantucket with honor and distinction.

When Governor Lincoln visited Nantucket in 1825 the governor and his staff paid a visit of ceremony to Micajah Coffin, who was the oldest and most respected citizen on the island. Micajah was past ninety and his mind was affected by the infirmities of old age. He appeared somewhat dazed when the group was presented to him, but suddenly turned to Postmaster Hill and harangued him in a fluent Latin speech. Mr. Hill, overcome and embarrassed at being mistaken for the governor, and being unable to make response in kind, finally haltingly stammered, "Oui, Monsieur, je vous remercie", which remarkable answer upset the dignity of the occasion and even the governor indulged in the general amusement. During his long life Micajah had held fast the teachings of his father Benjamin, the schoolmaster.

11.

WILLIAM ROTCH

1734—1828

A recent book by G. M. Bullard of New Bedford, entitled "Joseph Rotch of Nantucket and Dartmouth", gives a detailed history of Joseph Rotch and his activities and of those of his descendants to the third and fourth generations.

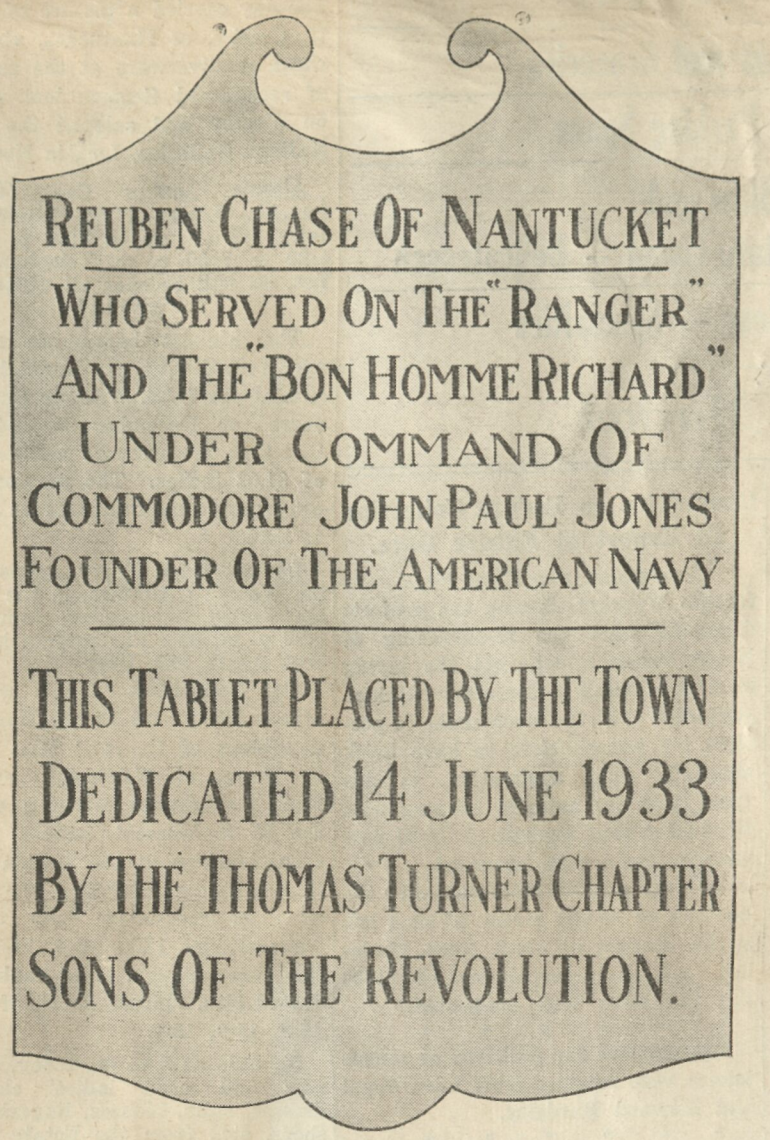
William Rotch, the son of Joseph, was a birthright member of the Society of Friends in Nantucket, and both by precept and example he exemplified the Quaker doctrines of honesty, industry and peace. He is considered by some as the greatest merchant of colonial days. In 1754 he entered his father's West India business, and later founded, together with his brothers Joseph and Francis, the house of Joseph Rotch's Sons. There were branches in New Bedford and London and there was extensive trade with other colonies, the West Indies and the mother country. Their principal commodity was whale oil and the firm owned many vessels engaged in the whale fishery. Oil had a ready market in England. The ships returned laden with various commodities for the colonies. At the age of forty William Rotch was the richest man in Nantucket.

In 1772 he built the substantial brick building at the lower end of the Square as an office and warehouse for his increasing business. The tablet on the front of the building bears the names of three Rotch vessels that participated in the historic Boston Tea Party—Ships Dartmouth, Beaver and Eleanor. These vessels sailed from Nantucket conveying cargoes of whale oil to London. There they were chartered by the East India Company to bring tea to this country. The rest of the story is known to every school child. For many years the front room in the building was known as "the Cap'n's Room", where retiring whaling captains gathered and enlivened their declining years by "gamming".

When trouble with England arose, Nantucket looked to William Rotch for council and leadership. He advocated neutrality as a good policy and one in accordance with the principles of Quakerism, which a large proportion of his fellow townsmen professed. Twice William Rotch visited the British camp and was successful in gaining protection from enemy cruisers; his policy, however, was not popular with the Colonial forces, and consequently Nantucket suffered depredations from both sides. William Rotch was tried for treason by the General Court of Massachusetts, but was acquitted.

At the close of the Revolution the duty imposed by the British on whale oil bade fair to ruin the industry. William Rotch decided to move to England and prosecute his business from there. Not being successful, he went to Dunkirk, France, and there carried on the whaling business until the outbreak of the French Revolution. He then returned to England and settled in Milford Haven. Many Nantucket men were associated with him in these ventures and Nantucket whaleships sailed from these ports.

In 1794 William Rotch returned to America and his adventurous life ended in New Bedford at the age of ninety-four.


REUBEN CHASE OF NANTUCKET
WHO SERVED ON THE "RANGER"
AND THE "BON HOMME RICHARD"
UNDER COMMAND OF
COMMODORE JOHN PAUL JONES
FOUNDER OF THE AMERICAN NAVY
THIS TABLET PLACED BY THE TOWN
DEDICATED 14 JUNE 1933
BY THE THOMAS TURNER CHAPTER
SONS OF THE REVOLUTION.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

12.

REUBEN CHASE

1754—1824

Reuben Chase was Nantucket's hero in the Revolution, and closely associated with him were a score of other Nantucket seamen. When John Paul Jones offered his services at the beginning of the war, Nantucket was noted the world over for the skill and daring of its whalemen. For this reason, John Paul Jones asked that Nantucket men be sent to Portsmouth, where the "Ranger" was being fitted out. These men were transferred to the "Bon Homme Richard" under his command, and much of the credit of the famous battle with the "Serapis" is claimed by Nantucket on account of the services of Reuben Chase, midshipman. It was in that battle that Harry Gardner, acting gunner, distinguished himself and Thomas Turner, for whom the local chapter of the Sons of the Revolution is named, was killed.

Reuben Chase was born in a house on Lower York street, and like most Island boys spent much of his time along the water front. He was tall and strongly built and soon outstripped his mates in strength and in knowledge of the sea. In his early twenties he shipped in the navy.

Reuben Chase's career in the United States Navy covered a period of six years. Later he commanded the packet ship "Governor Clinton". In 1788 he turned to whaling and became master of the Whaler "Union" of Nantucket. Still later he, together with Henry Gardner and others, formed a company that carried on an extensive whaling business in Nantucket, where he lived the rest of his life.

In an old edition of James Fenimore Cooper's novel "The Pilot", the late Frederick Sanford wrote the following: "The Long Tom Coffin from this story was Reuben Chase. I remember him well and he was just such a man as Cooper described—six feet four inches tall, very powerful and angular. He was with the heroic John Paul Jones in his sea fights (and it was after this that Cooper made his acquaintance). Cooper said Long Tom Coffin in his novel 'The Pilot' was Reuben Chase of Nantucket." In "The Pilot" it is stated "I would rather trust Tom Coffin and his harpoon to back me than the best broadside that ever rattled out of a three decker".

In 1908 a bronze tablet was placed in the Historical Rooms on Fair Street by the Abiah Folger Franklin Chapter, Daughters of the American Revolution, to the memory of the Nantucket sailors who served in the "Ranger" and the "Bon Homme Richard" under Commodore Paul Jones. On this tablet the name of Reuben Chase midshipman leads all the rest. The tablet was unveiled by Miss Mary Jane Chase, a granddaughter of Reuben.

His memory is still further honored by the tablet shown above, placed over his grave by the Town of Nantucket and dedicated by the Thomas Turner Chapter, Sons of the Revolution, in 1933.

Truly Yours
Isaac Coffin
Admiral

Fifty Famous Nantucketers.

By Grace Brown Gardner.

13.

Admiral Sir Isaac Coffin

1759—1839

Admiral Sir Issac Coffin was born in Boston and knew Nantucket only as a visitor, yet his great benefactions to the island plus his Nantucket ancestry entitle him to inclusion in the list of Fifty Famous Nantucketers.

The Beechy portrait of the Admiral, shown above, which is owned by the Coffin School and is familiar to Nantucketers, was called by the late Walter Gilman Page, "the most important painting belonging to the island of Nantucket". It was painted by the famous English artist in 1808—the price being $200.

The Boston Coffins were loyalists and, in 1773, at the age of 14, Isaac entered the British Navy. He took an active part in all the greater naval affairs along the Atlantic seaboard. At the age of 22 he was made Captain; in 1804 Rear-Admiral, and the following year a Baronet. In 1814 he became a full Admiral. Later he was elected to Parliament, where he served for eight years.

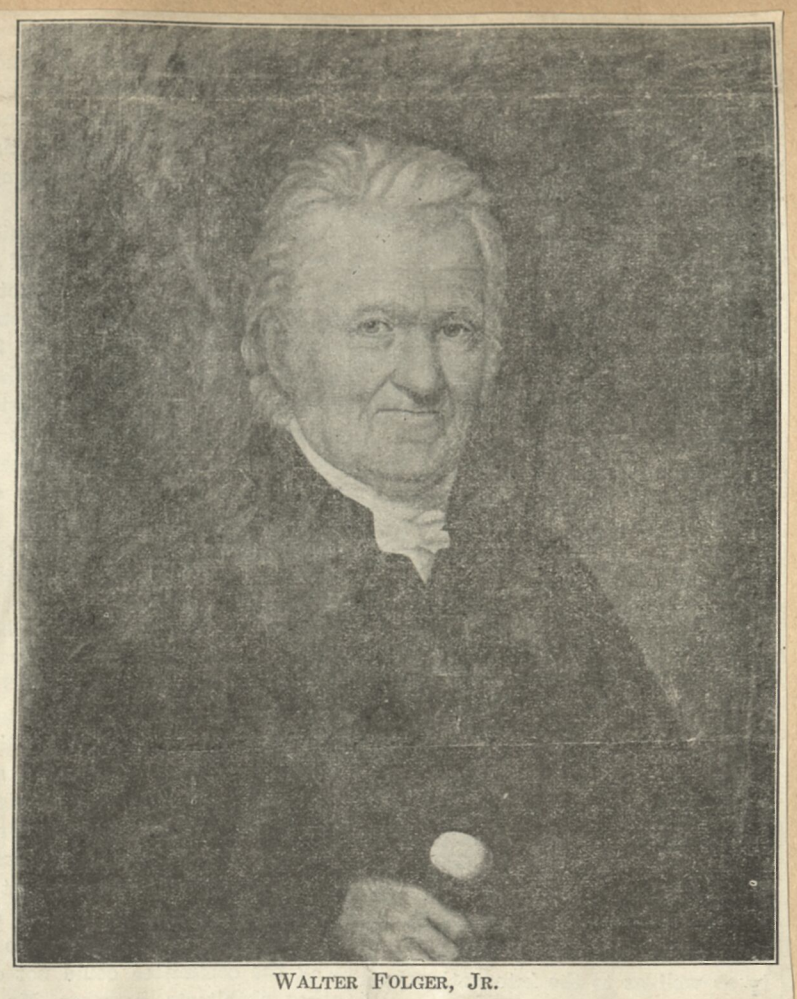
He made over 30 voyages to America and manifested his interest in his native country in various practical ways—the breeding of superior livestock, improvements in fishing facilities, and horticultural experiments. His greatest interest, however, was in nautical education, in which he was well qualified by his forty years of service in the British Navy. He bought the brig "Clio" and refitted it for a training ship for seamen. Among the apprentices on the "Clio" were over 20 Nantucket lads, ranging from 12 to 16 years of age.

While Sir Isaac was on a visit to his kinsman, Hon. William Coffin, in 1826, Samuel H. Jenks, the editor of the Inquirer, became acquainted with him. Mr. Jenks took "the grouty old hero" in a chaise to Siasconset, and on the way the Admiral announced his intention of making a contribution to Nantucket, so that his name might be remembered on the island of his forefathers. Various projects were suggested. Mr. Jenk's advice to him is given in his own words. "If you raise a monument, Sir Isaac, it will not be looked at by more than a hundred people in a year; if you build a church, as you are an Episcopalian, it will neither be supported nor attended, for there is scarcely one besides myself of that order in the place; and as to the purchase of a vessel, if done at all it should be for the purpose of nautical instruction. The best thing you can do—the deed that will make you forever remembered—is to establish and endow a free school. You will thus benefit your numerous kinsfolk and their grateful posterity while you effectually perpetuate your name."

The suggestion was at once acted upon, and in 1827 a building was purchased for $15,000. The Coffin School was founded as a Lancasterian school and endowed by the Admiral with 2500 pounds sterling, followed by 3333 pounds sterling additional in 1835. There was a board of six trustees, all Coffins. The school was to be for the descendants of Tristram Coffin only. At that time a census showed that there were between five and six hundred such children on the island.

The subsequent history of the school has been described in various publications. Though the years have brought many changes in the school, it is still serving the educational interests of the children of Nantucket and keeping alive the name and fame of its founder.

Much has been written concerning Admiral Sir Isaac Coffin. The stories and anecdotes concerning him and his experiences with the Coffin family are numerous and interesting, but too long for the scope of this article. His educational activities in this country were not popular with the English Crown. When asked how much it cost him to found the Coffin School, the Admiral is said to have replied, "An earldom".



WALTER FOLGER, JR.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

14.

WALTER FOLGER, JR.

1765—1849

"A Grandfather for Benjamin Franklin" is the very appropriate title for Florence Bennett Anderson's biography of Peter Folger. Among others to whom Peter Folger was grandfather with several "greats" attached is Hon. Walter Folger, Jr. Perhaps none of his descendants exemplified more fully the ingenuity, superior mechanical powers and scientific ability of Peter Folger than Benjamin Franklin and his several times removed cousin, Walter Folger, Jr.

Many biographical sketches and monographs have been written of the famous Walter Folger, Jr. One, by the Rev. Lyman H. Greenman, also a "grandson", is still in preparation. Merely to enumerate the various activities of his subject makes an impressive list.

In a memorial by William Mitchell, the Nantucket astronomer, in the "American Journal of Sciences and Arts" in 1850 there is an account of his astronomical work. He made various scientific instruments, including a reflecting telescope, calculated eclipses and published an almanac under his own name.

His researches in regard to the proper relation between the diameter and the length of oil casks caused alterations claimed to have saved the Nantucket whalemen and the whaling industry a million dollars.

Copper plates which he engraved for bank notes issued by the Phoenix Bank of Nantucket are fine examples of the workmanship of that period.

The famous clock, which is now the property of the Nantucket Historical Association, and may be seen in the Folger Alcove at the Fair street Museum, was begun in 1785 and took two years to complete. It was necessary to make the tools used in its construction. The intricate machinery shows the diurnal motion of the sun and the rising and southing of the moon, and the time of full sea at Nantucket, and the chief phenomena dependent upon the obliquity of the moon's path to the ecliptic. This involves a motion of the works through a period of 18 years, and the wheel by which the date of the year is shown is so constructed that it revolves only once in 100 years. After Walter Folger's death something went wrong, and although it marked the time and struck the hours during over 148 years, it is now awaiting the services of a man who can adjust its complicated mechanism.

For 20 years Walter Folger was an attorney-at-law, and for six years he served as judge of the Court of Common Pleas. He served one year in the Massachusetts House of Representatives, six years in the Senate and four years as representative in the United States Congress.

Nantucketers may well be proud of their fellow townsman, Walter Folger, Jr.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

5.

MARY STARBUCK

1645—I717

Mary Starbuck, the "Great Woman", as she was affectionately called by her contemporaries, was the daughter of Tristram Coffin. At the age of seventeen she married Nathaniel Starbuck and ten children were born to them, of whom their eldest daughter Mary was the first white child born on the island.

The unusual abilities of Mary Starbuck were early recognized. Of superior mind, she often participated in the responsibilities of public gatherings and town meetings. Her words were listened to with marked respect and she was consulted on all matters of public importance. It is reported that she usually prefaced her remarks with "My husband and I think", for although Nathaniel Starbuck was an able man he modestly made way for his more brilliant wife.

Beginning with the late 1600's various Quaker traveling ministers known as Public Friends visited Nantucket. In 1702 an English Quaker minister, John Richardson, arrived on a visitation, and through his influence Mary Starbuck became a Friend. Two years later she founded a meeting for worship, and later under the jurisdiction of the Quaker assembly at Newport, R. I., a monthly business meeting was established. Nathaniel Starbuck soon joined his wife. By this time she had become one of the most celebrated Quaker preachers, and had gained many converts.

The home of the Starbucks was in the vicinity of the North Head of the Hummock Pond, and at the time of the Centennial Celebration in 1895 a marker was placed on the site. This house was the most spacious one in the settlement, and was often referred to as "Parliament House". In its "Great Room" the Friends meetings were held for some years. Part of the Parliament House is said to have been moved from its original location into the present town and incorporated into the large house on the northeast corner of Pine and School streets.

The first Quaker meeting house was built on land owned by Nathaniel Starbuck and an adjoining lot was used for a burying ground. Tradition has it that this land was also part of the Starbuck holding. No trace of either now remains, and recent search for the sites has been unsuccessful.

It is also a tradition that the custom of paying whalemen a "lay" or proportional share of the proceeds of a voyage was suggested by Mary Starbuck, who believed that if you "let each have an interest everyone will do his duty".

Mary Starbuck died in 1717 and Nathaniel in 1719. They were survived by more than two score Quaker descendants and the society grew until fully one half of the five thousand inhabitants attended the meetings and Nantucket was known as the Quaker Town

Fifty Famous Nantucketers.

By Grace Brown Gardner.

6.

ABIAH FOLGER FRANKLIN

1665—1752

Even today Nantucketers have a slight feeling of resentment that Abiah Folger Franklin, the mother of Benjamin Franklin, left Nantucket shortly before the birth of her famous son, so that Benjamin was born "off island" and so deprived of the honor of becoming a native son. In his autobiography Franklin writes of his mother Abiah Folger being the daughter of "Peter Folger, one of the first settlers of New England, of whom honorable mention is made by Cotton Mather in his 'Magnalia Christi America'". He also refers to the famous "Tract For The Times" written by his famous Nantucket grandfather. Abiah Folger was the youngest daughter of the great Peter Folger and is described as a woman ahead of her times because she agreed with her father who considered the persecution of Baptists and Quakers as the sin of New England.

At the age of twenty-two Abiah became the wife of James Franklin, a widower of Boston, who had six young children. She had seven children of her own, of whom Benjamin was the youngest son. She is said to have taught all her children to read before they were old enough for school, and to have presented Benjamin with her own highly valued copy of Cotton Mather to encourage his taste for study.

In 1897 a local D. A. R. Chapter was organized, and named in her honor the Abiah Folger Franklin Chapter, Daughters of the American Revolution. In 1900 a memorial Fountain was erected near the site of Abiah's birthplace, a short distance west of the town on the Madaket Road. The fountain was presented to the Town of Nantucket by the local D. A. R. Chapter and the bronze tablet which explains the gift was the donation of the Commonwealth of Massachusetts in honor of Abiah Folger Franklin.

While comparatively little is known of the life of Abiah Folger Franklin it is strongly believed, at least by all good Nantucketers, that the talents which distinguished her famous son were "Folger traits" inherited from the great Peter Folger through his daughter Abiah.

In "A Grandfather For Benjamin Franklin", a distinguished historically documented biography by Florence Bennett Anderson, corroboration of this statement may be found.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

7.

ELIHU COLEMAN

1699—1789

The only house remaining of the early settlement of Sherburne, which extended from Capaum Pond—then a harbor—south and west to Hummock Pond, is that of Elihu Coleman.

For 228 years, through various vicissitudes of fortune and changes of ownership this house has been known by the name of its builder and first owner. It is a sturdy house, built for strength and simplicity, with massive timbers and enormous fireplaces. This house was chosen to represent Nantucket architecture under a Federal survey and the measurements of the structure are placed in the Library of Congress in Washington where they may be consulted by architects.

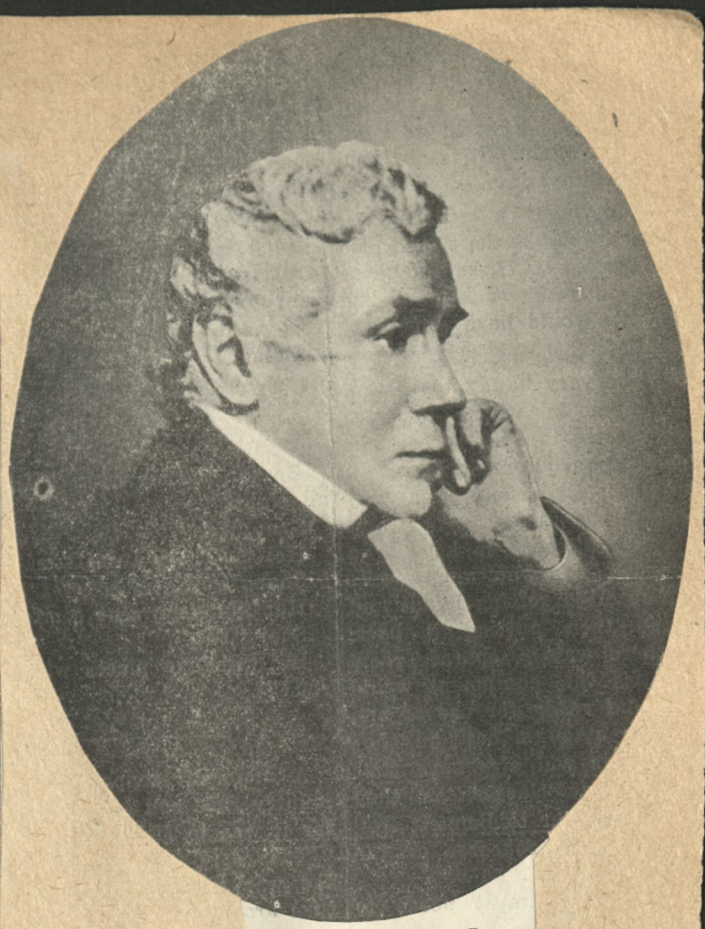
The builder of this house was a carpenter by trade and an Elder in the Society of Friends. In one of its rooms this Nantucket Quaker wrote a tract against slavery, being one of the first in New England to attack slavery in print. Before his tract many Friends had felt a "concern" against the practice and this tract became widely read and its author known as the pioneer abolitionist of New England Quakerism. In the 1840s William Lloyd Garrison on a visit to the island called upon Elihu's son William, who was then living in the old homestead.

According to Thomas E. Drake, who has written a sketch of the life of Elihu Coleman, "It is curious that a Quaker on the island of Nantucket, where negro slaves were extremely few should have been the first of his faith in all New England and the second New Englander of any faith to attack slavery in print."

Little is known of any other writings of Elihu Coleman. At the age of 88 he wrote "A Father's Advice to His Children and Grandchildren", of which there are only manuscript copies.

Elihu Coleman was the grandson of Mary Starbuck, the founder of the Society of Friends on Nantucket, being the son of her daughter Priscilla. A devout Quaker, he spoke and traveled occasionally in Friends' ministry.

For many years he led a quiet life as a good carpenter or "housewright" and as a devoted father of a large family of children who were brought up in the Elihu Coleman house, which is now one of Nantucket's most valued historical shrines.



SAMUEL HAYNES JENKS

Fifty Famous Nantucketers.

By Grace Brown Gardner.

SAMUEL HAYNES JENKS

1789—?

Samuel Haynes Jenks, the first editor of the Nantucket Inquirer, was a most versatile man. Not only did he edit the paper, fill the pulpit in Church, represent the town in the Legislature, teach a class of pupils, sketch a picture, deliver lectures, set a tire on a wagon wheel, shoe a horse and do various mechanical jobs, but he could also write poetry and serve as postmaster!

Written in 1937, the above is a characterization of the first editor of the Inquirer, by the editor of the combined papers, the Inquirer and Mirror.

For twenty years intermittently, Mr. Jenks served as editor of the Inquirer. It grew to be a power among the journals of the day, Mr. Jenks being a "live wire" and a ready and vigorous writer.

At the time of the Great Fire in 1846, the offices of the Inquirer and Mirror were destroyed. Mr. Jenks was away from the island at the time. His wife, however, at once took over the helm and wrote an account of the fire which was issued as an "extra" from the office of the Warder, the only newspaper plant remaining. This extra came out by the time that the fire as fully under control and hundreds of copies were sent to the mainland giving the information of the disaster.

One of Mr. Jenk's primary concerns was public education and he labored long and late in the task of the establishment of public schools on the island. He was also instrumental in persuading Admiral Sir Isaac Coffin to found the Coffin School rather than some different memorial for the benefit of his ancestral home.

From 1821 to the present time the paper that he founded has been a successful island newspaper. Of all the distinguished editors who have guided it in its career it is said of Samuel Haynes Jenks that "no more talented and forceful writer ever filled the editorial chair on Nantucket."

Monument Square Thirty Years Ago. The Zaccheus Macy house is to the left of the Civil War Monument.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

8.

ZACCHEUS MACY.

(1713-1797)

Nantucket's first great physician, Zaccheus Macy, lived during the time when there were many native Indians in Nantucket, and he understood their dialect. It is a tradition that when the great plague swept away nearly all of them, not a single white person was afflicted due to his vigilance. From his large flock of sheep he had one killed daily and made into broth and carried within reach of those who were not sick and he continued his care and kindness to the Indians until the epidemic was over.

In the collections of the Massachusetts Historical Society there is a journal of the first settlement of Nantucket written by Zaccheus Macy, which is of great value to all historians of the island. There is also a report written by him for the same Society giving an account of Indian names and also of some of the most "respectable" Indians of Nantucket.

Zaccheus Macy was skilled in surgery and William C. Folger, the historian, thought there was a record of nearly two thousand people who had been treated by him for broken bones and similar disasters. His charitable nature caused him to supply the aid needed to make his patients comfortable until they were able to help themselves. There is a tradition that he never sent bills nor accepted remuneration for his services. Any recompense had to be made in the form of a gift.

In early life, Dr. Macy went whaling and attained the rank of boat-steerer. Later he became a shipper of oil to the London market. He also became interested in farming and he served the town in various civic offices.

Zaccheus Macy was the first owner of the "Reuben Joy Homestead" on the northwest corner of Main and Gardner streets. Here he died in 1797, a much beloved physician. It would be interesting to know more details of his long and useful life.

KEZIA COFFIN FANNING

Mrs. Fanning was the daughter of Kezia (Folger) Coffin and John Coffin.

Fifty Famous Nantucketers.

By Grace Brown Gardner.

9.

KEZIA COFFIN

1723—1798

Kezia Coffin is the heroine of the book by Col. Joseph C. Hart entitled "Miriam Coffin or the Whale Fishermen". There she is presented as a strong minded and very able woman who took advantage of her husband's absence on a whaling voyage to engage in extensive business operations, including dealings with the British during the Revolutionary war and the smuggling of contraband goods.

At the height of her activities she had ships on every sea and a town house on Centre street and a country house at Quaise. Country houses were innovations on the island at that time and there arose a suspicion that the Quaise house had an underground passage to Polpis Harbor by means of which goods were transported from various mysterious ships seen at anchor near the shore. The fact that no such passage has ever been discovered does not interfere with the tradition forming the basis of many thrilling plots in Nantucket fiction.

The story goes that due to permission granted her by the Admiral who commanded the British squadron during the Revolution she was enabled to import commodities for which she charged exhorbitant prices. The islanders were compelled to impoverish themselves to obtain the necessities of life from her. When their money was gone she took mortgages on their property. Finally Nantucket issued its proclamation of neutrality and her monopoly was broken. Her indignant townspeople had their revenge by combining to ruin her. All her assets—her house, her warehouses, her other buildings, her ships and other holdings—were swept away. Her husband returned to find himself almost penniless.

* * * * *

That there is some basis for at least a part of the above story is attested by the fact that she was arrested for high treason, appeared before the General Court and was acquitted. The late Alexander Starbuck writing for the Inquirer and Mirror in 1882 says that at her trial in 1779 the General Court deemed that the charges were true beyond the shadow of a doubt, but so extenuating were the circumstances that she was not convicted.

* * * * *

Kezia Coffin's only daughter, Kezia, married Phineas Fanning of Long Island. Kezia Fanning kept a diary from 1775 to 1820. This diary records events which took place on the island, especially those connected with her mother. Zealously guarded by her descendants for many years, extracts from it were made and sent to Alexander Starbuck and were quoted copiously in his "History of Nantucket". His conclusion in regard to Kezia Coffin is "The common report of the day accused her of smuggling, but there does not seem to be any foundation for the story. Without doubt she was instrumental in importing provisions, but it was not apparently done secretly nor for undue personal gain. It is to be fairly argued that if someone had not moved more rapidly than the law there would have been much suffering in Nantucket."

After her downfall Kezia left the island, but returned in her old age and engaged in numerous lawsuits to endeavor to win back some of her property. She would never admit defeat in these suits, though her position was hopeless. While thus engaged a fall down stairs ended her stormy career.

What is your opinion of Kezia?

Tour of the Madaket Waste Disposal Site — formerly called 'The Dump'

New sign sets forth regulations governing the Madaket Waste Disposal Site and states the hours open to the public.

D.P.W. gate attendant Robert Colletti stops incoming vehicles, inspects their loads and then directs them to appropriate parts of the site.

James Duarte, foreground, and Lionel Starr, background, bulldoze and compress trash and garbage. At day's end they overlay the waste with a six-inch cover of dirt.

Meeting told Madaket may wait 5 years for Federal funds to close cut

Approximately 100 interested citizens and some summer residents attended the public hearing held last night at the high school auditorium by the Army Corps of Engineers on proposals to close the Broad Creek Opening to prevent further damage to the shellfish industry and to the boating pleasures offered in Madaket Harbor.

A very solid and logical plan to close the opening by means of a reinforced steel and sand jetty about 2000 feet long was recommended to the Army Engineers by the socalled Broad Creek Committee, appointed by the Board of Selectmen about two years ago, to study the problem and attempt to come up with a solution.

Lieutenant Colonel E. P. Stefanick, USA, said the folder compiled on the opening, with the recommendation of a sand filled jetty to close it, was one of the most complete plans he has ever seen and should be of great assistance to the engineers in their study of the Broad Creek problem.

During the meeting, Lt. Col. Stefanick said, in answer to a question from the floor relative to the amount of time it will take for the Federal Government to act on the matter, that he would estimate from four to five years. He said it was time consuming as the Army Engineers have to study all proposals before making a recommendation to Washington, then it goes to the Rivers and Harbors Committee, to Congress and if approved, the final plan must have an appropriation authorized by Congress for the work.

The estimated cost of the project was set at $1,400,000 and was revealed to the meeting by Walter S. Barrett, chairman of the Broad Creek Committee.

proposed sand jetty are best understood in terms of what the commercial revenue loss to the Nantucket boatmen and businesses would be if the harbor is filled from west to east and it is impassable to commercial and recreational boating.

"The gradual covering of the eel grass will eliminate shellfish propogation in Madaket Harbor as well as restrict or eliminate traffic from the inner estuary across the harbor. The loss of use of the inner estuary, Hither Creek, would probably cause the Boat Yard at the head of the Creek to go out of business. The public and private landing facilities in the inner estuary would be useless for all practical purposes.

"The shellfish fleet, if there were any shellfish left in the outer reaches of the harbor, would have no facility to land their catch and would have to moor in the exposed areas at the risk of damage or loss from storms."

It was estimated that the direct loss from fishing and shellfishing will be in excess of $100,000 if the incoming sand fills the harbor, and in addition, the loss of anchorage areas, public and private landing facilities, and the town's portion of the dredging costs would represent a further loss in excess of $150,000.

The report said in its summary: "With the closing of the Broad Creek Opening, Madaket Harbor would offer expanded protected anchorage and boating areas, marine growth and shellfisheries would be substained. The resultant benefits of control of water flow would stabilize the shoreline of the entire inner perimeter of Madaket Harbor."

Under the heading "Economic Benefits" the report said: "The direct benefits of the

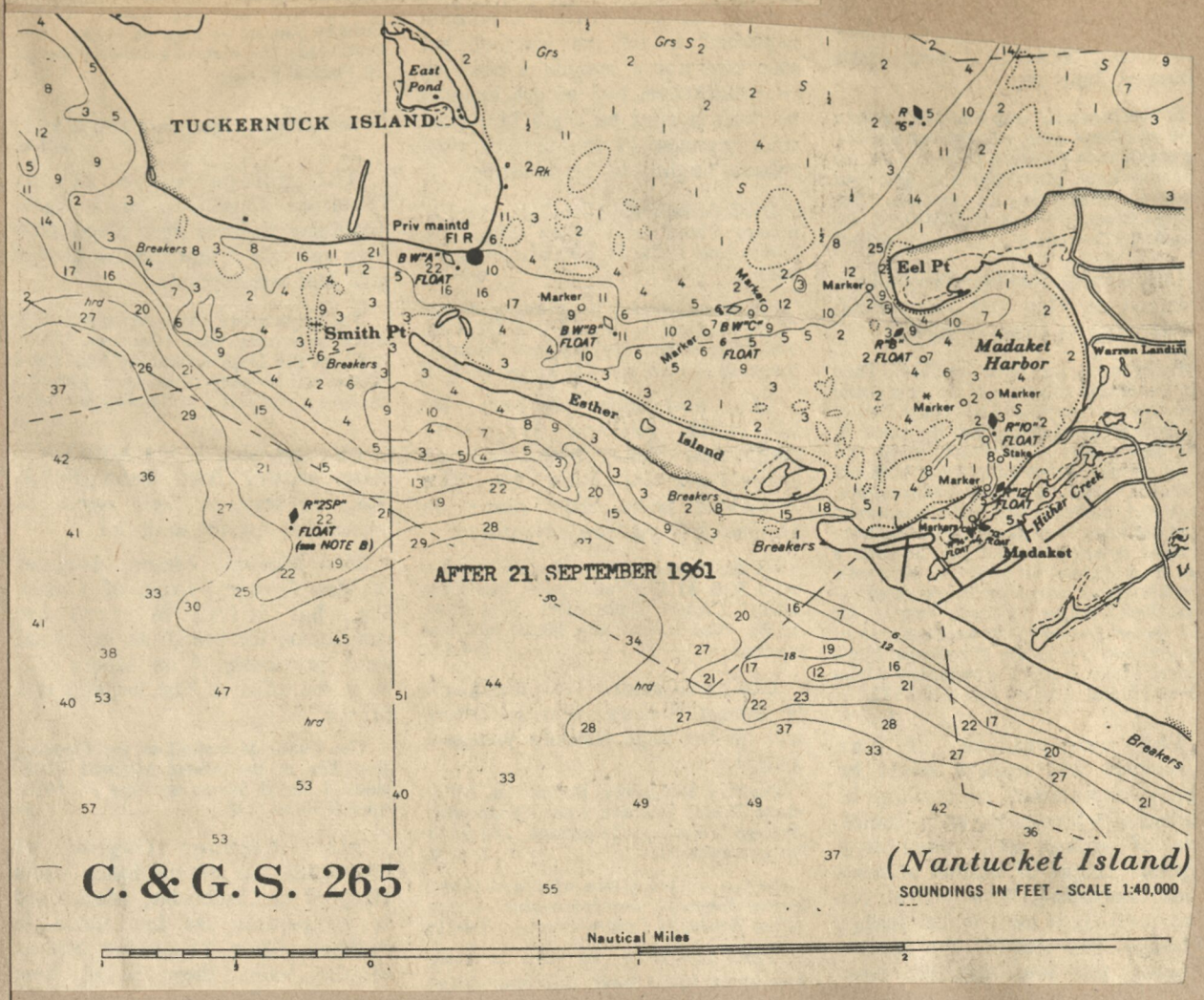
In its report the Committee said the barrier would be constructed by the use of steel piling with the interior core to be filled with dredged sand. The structure would be angled across the opening with 400 feet of onshore construction and 1600 feet in the channel for a gross length of 2000 feet.

The report stated: "The center section of the jetty will be filled with dredged aterials and additional sand dredged from the center harbor will be needed to provide a gradual pitch both on the ocean side and the harbor side of the jetty. The pattern of past storms must be taken into consideration in determining the degree of this pitch.

"The Committee is reasonably certain that with a proper pitch the jetty would evolve into a barrier similar to the haulover at Great Point. The proposed Broad Creek Jetty will not be hurricane-proof, and occasionally in servere storms there may be a sea wash over the jetty, but not of a nature that will destroy the inner reinforced core.

"The proposed jetty has been angled in such a manner that a severe storm from the south or west will wash the outer shore tip of Broad Creek Point onto the structure. A storm from the north or east will tend to wash the tip of Meadow Point westerly onto the jetty.

Chart of Madaket Harbor and Vicinity



The condition of Madaket Harbor has been the subject of much concern by residents and fishermen ever since the hurricane of 1961, known as "Esther," broke through the head of Broad Creek and created the opening in the beach. On Wednesday, June 24, at 7:30 o'clock in the evening, a public hearing will be held at the High School auditorium, conducted by the N. E. Division, Corps of Engineers, in which a general discussion as to the protection and improvement of Madaket harbor will take place.

Following a request by the Board of Selectmen, that the Federal Government consider a plan to close the opening, the Corps of Engineers was directed to make a study of the area. This has now been done in a most thorough manner. The hearing date was set by Col. Frank P. Bane, of the Corps of Engineers, in cooperation with the Nantucket Selectmen.

This public hearing is most important in the official determination as to the economic justification for the extensive work necessary in closing the opening and restoring the navigable channel into the Hither Creek basin. It will also show how much the shellfish beds have been affected by the sand washed in by the tidal currents through the opening, and the loss in revenue to the shellfishermen.

A contra-wind feathers the long rollers at Madaket

JULY 29, 1971

The bike craze

Too Few

More bicycles than ever before of every size, shape, and color are out on the streets of Nantucket this summer. Ten-speed racers have become popular with campers and hostelers and just as for all bikes, from the common verieties of two wheelers, with and without gears, to tandems, and midget bikes, the demand has outstripped the supply. Several Island, bike shop proprietors have been unable to get from wholesale dealers the number of bicycles they need and want for their businesses. In fact, bicycles are at such a premium that most Nantucket stores have stopped sales altogether.

Good For Ecology

Several shop owners attribute the bicycle craze to the public's increased awareness of ecology and concern for their own physical well-being. Mrs. Roy Sanguinetti, of Cook's Cycles said that fighting pollution is "an individual responsibility" and that by riding a bike one person can do their bit to alleviate traffic congestion and spare the atmosphere from the exhaust fumes of one more car. Mr. Jim Moriarty of Holiday Cycles also emphasizes the pollution free aspect of bicycles.

Hazards

The increased numbers of bicycles on the streets, while gratifying to the ecologically minded, has created some hazards. Early this season Police Chief Wendell H. Howes had a Police Department representative visit the Island bike shops to request that the proprietors impress upon people the importance of obeying traffic regulations. Drivers cannot be expected to anticipate cyclists moving against the flow of traffic on one-way streets, or around corners on congested two-way streets. Equally hazardous are the cyclists who peddle at night without a light.

Besides being anxious due to many cyclists' casual attitude toward safety, bike shop proprietors are concerned about the frequency of bicycle thefts. Not only do stolen bikes account for substantial business loses but because of the industry wide shortage of bikes they are difficult to replace.

The Surrey with the Fringe on Top

The surrey with a fringe on top is the new cycle vehicle of this summer on Nantucket. Earlier this year, Mrs. Roy Sanguinetti, proprietor of Cook's Cycles, received a brochure from a bicycle dealer who knew Nantucket and felt the surrey, widely used along the French Riviera, might be popular and appropriate for Nantucket. Mrs. Sanguinetti ordered one surrey and it was such a success that she now owns four, all available for rent.

The "Surrey Selene" requires about the same road space as a Volkswagon and because it lacks a motor, motor vehicle regulations don't apply to it. Two peddlers power the surrey while a smaller third passenger can comfortably sit between them and steer with a handle that acts like the tiller of a boat. Someone suggested to Mrs. Sanguinetti that she attach sails to the surrey for faster downwind speed.

Maddequecham, a remaining wilderness

Golden patches of sun chase cloud shadows across this wild glacial valley on a winter afternoon. Trees on the skyline at left mark the distant 'Sconset Road. Maddequecham, perhaps the most beautiful of the south shore's valleys, is threatened by real estate development.

Union Lodge, F. & A. M. celebrated 200th anniversary

Leading the parade of Masons last Saturday as they marched on Centre Street was the Most Worshipful Herbert H. Jaynes, Grand Master of Massachusetts Masons, on the left with the cocked hat. Grand Officers follow and then come the Nantucket Masons and visitors.

Grand Lodge Officers of Massachusetts led by MW Herbert H. Jaynes of Belmont, a delegation of Masons from Kenmore, N.Y., led by Wor. Lawrence W. Cady, a Nantucket native, and visitors from nine states and one from Japan, came to Nantucket last Saturday to join with the officers and members of Union Lodge, F. & A.M. in observing the 200th anniversary of its founding.

Nantucket was the focal point for the Masons in this section of the country and one of the features was the appearance of the Palestine Temple Shrine Band of Providence, R.I., whose excellent music entertained the public at a band concert at Harbor Square Saturday afternoon. The band also furnished the music for the parade later in the day, gave a brief concert at the banquet and led the Masons to their church service Sunday morning held at the First Congregational Church.

Approximately 150 Masons arrived on the island Saturday, some coming here by plane, with the majority arriving on the early afternoon steamer.

The headquarters for the Masons arriving here was at the Nantucket Yacht Club where they were given sandwiches and coffee made and served by the ladies of the Methodist Church and where they were also assigned their rooms.

Union Lodge opened a special meeting at 3:30 p.m. and simultaneously in another room the Grand Lodge opened their session. At the Union Lodge meeting the Brethren were greeted and welcomed by the Worshipful Master Linwood E. Proctor. Wor. Peter O. Bettencourt of Oriental Lodge of the Vineyard presented the Union Lodge with a framed print of the Island of Martha's Vineyard.

The Grand Master was then received with a large suite of Grand Officers and they were seated in places of honor.

A solo, "Open the Gates of the Temple" was sung by Bro. Henry McGowan of New Bedford and this was followed with the History of Union Lodge presented by Wor. George W. Jones. This history is printed in another section of the paper.

Another solo, "I'll Walk with God" was sung by Brother McGowan and then came the presentation of 50 year medals by the Grand Master, assisted by DDG Master S. David Cronig of Martha's Vineyard. Receiving these medals for 50 years continuous membership were Rowland A. Kenyon Sr., Earl S. Ray, Bertram E. Morris, C. Gerald Snow, John J. Gardner, 2nd, John H. Bartlett, Jr. and Walter J. Royal. In the case of Mr. Royal, it is the first time that the lodge has had two brothers each holding 50 year medals. His brother, Leon M. Royal, received his 50 year medal three years ago.

The Grand Master, accompanied by a delegation, presented Elmore Swain with his 50 year medal at the Nantucket Cottage Hospital where he is a patient. Members of Bro. Swain's family were present.

Grover Cleveland Coffin of Taunton, also due to receive a 50 year medal, was unable to be present to receive it. This makes nine 50 year medals to be presented at one time which is quite a record.

There was an introduction of Distinguished Guests by the Grand Master and speakers at the meeting were Rt. Wor. William M. Babbitt, Deputy Grand Master; Rt. Wor. Henry D. Ramm, Senior Grand Warden; Rt. Wor. George E. Rose, Junior Grand Warden; Most Wor. Whitfield W. Johnson, Past Grand Master, who also attended the 175th Anniversary; M. Wor. Thomas A. Booth, Past Grand Master, and Rt. Wor. Stephen C. Luce Jr., who was present at both the 150th and the 175th Anniversary celebrations.

An address by the Grand Master concluded the special meeting.

NANTUCKET IN WINTER

WALTER GILMAN PAGE

The soul of Nantucket rarely, if ever, reveals itself to the summer sojourner, but with some exceptions it is quite possible that the sea bathing, the charms of the "Commons," the wonderful air, and general atmosphere of quaintness, which places Nantucket in a class by herself as the "one unspoiled town on the New England coast"—to quote Prof. Morison of Harvard—is quite satisfying enough, and fills the bill of particular requirements such as are usually demanded.

In the month of June conversation tends to anticipation: in the month of September just after Labor day, and almost over night, one suddenly realizes that Nantucket is herself again—the "stranger" has left her gates, and the "Captains' Room" at the old Pacific Club, gradually resumes its settlement of town, state and national questions.

But first our Nantucketer after a strenuous summer must visit "America" to enjoy for a brief interval the fruits of the season just over—then slowly things settle down, and local happenings resume their importance, and the prospects of town meeting day, with all the attendant pros and cons, consume many an hour at the club.

"FLAVOR OF OTHER TIMES"

But there dwells in Nantucket a circle which carries the flavor of other times, even the times of long ago—when ship owners and captains still walked on Main street, still dwelt on Orange street, still carried the salt of the sea in their presence—to such is confided the soul of Nantucket and fortunate is he who is taken to the very heart of things that were and are still revealed to the seeker who loves the glory and romance of the past.

Upper Main street, which Whiting has called the loveliest street in New England, wears the same aspect as of yore. Every door in Nantucket is on the latch, and these winter months give occasion for acquaintance, for if one spends a winter here, that is a sure sign you are a lover of the island. But few survive of the old Quaker stock, and no Quaker or Quakeress is found today, though the old Quaker Meeting House on Fair street, now the property of the Historical Association, is kept ready for a meeting that seldom is held.

We had a fall of snow one night, and the next morning Main street became a "Mile Ground" for the few who owned trotters and sleighs, yet the sight would have gladdened the heart of John Shepperd and bore a faint resemblance to the days of "Mill Boy" and "Blondine." But real snow storms seldom come to the island; when they do, the old winding streets and the quaint roof lines take on a new beauty.

It is exhilarating to take a run in the car to 'Sconset over the winding Polpis road to the fishing village guarded by Sankety light. Looking at the sea breaking on the long stretch of beach, it is hard to realize that it is January, not July, even though the air has a tang not found in summer months. The long wide stretches of slightly rolling "Commons," carry no feeling of desolateness. It is all friendly—it is winter, but not repelling. The spruce and pine mingle with the warm browns, and the eye can see the wide, unbroken expanse to the edge of the sands.

After your morning errands, the midday meal provided for, you drop into the "Captain's Room," but the Captains are now sailing unknown seas, at least all the whaling ones. On the wall hangs an oil painting of a clipper ship—and as you turn from it, there sits the only surviving Captain of the old-time clipper, famous in the annals of shipping, and if you are no longer a "stranger" light your pipe, draw up a chair, prop your feet on the iron rail which circles the stove, and give heed, for you will hear of the China seas from one who is still active in the town's affairs, yet carries with him the atmosphere of the quarter-deck—or perhaps George may tell of that Christmas dinner on his father's ship, out on the Pacific. By previous arrangement as the result of casual "gams" when coming across one another in the search for whales, five whaling captains accompanied by their wives, agreed to foregather on Christmas day in a certain latitude and longitude and have dinner together. The main course was roast suckling pig. George still smacks his lips, though that celebration of Christmas day took place over a half-century ago. As the hour of noon approaches, one by one the members drift out—and you are left to think over the days when William Rotch fitted out the ships which gave Boston her "Tea Party."

"WHARF-RAT CLUB"

Of the builder of whale boats there is but one. Seated on an up-ended box before a busy stove our genial friend displays his stock of whales for weather vanes, miniature old mills, Sankety lighthouses and sailors, gaily painted. In the summer time, many of these are placed along the fence, each and every one busily engaged in competition telling a story of the wind and all talking at once. Now they are stored away in orderly rows, awaiting the coming season. Here was made the interesting exhibit of his work, which was shown at the Centennial in 1876—and here we drop in and chat over other days—for the past is ever in the present; wherever one goes in desultory wandering, you greet the pleasant and friendly spirits, speaking to you through their bodily heirs.

The "Wharf-Rat Club" is the one place where most of the fish are caught and most of the duck are shot—figuratively speaking, for the tales are tall, and the stories contain spice, though not of the imported kind—all in all, wherever you drift, or wherever you go "cruising," you are surrounded with a friendly atmosphere, and no one is ever lonely.

The seasons are not what they were—the winters are very mild. One hears of blizzards and all sorts of evil weather in "America," but none of these extravagances of nature visit our island—yet it was not always thus—for many a tale is told of an ice-bound harbor, and for days on days no boats came with supplies. The airplane has done away with anxiety in extreme sickness, for the surgeon flies down and an hour brings him to his task.

There are unoccupied houses in the town, but they have the air of reposing, a sort of otium cum dignitate attitude, and if you will take a stroll about the lanes and listen very hard, you can hear them exchanging gossip about their occupants.

At 3 o'clock in the afternoon a deep long whistle comes to the town, three times repeated. The boat from New Bedford salutes the island, bringing the newspapers and mail, but few passengers who could be called "strangers." It is a daily object of interest to every one ashore, the one connecting link with the main land—though any idea of being marooned is the very last thought. From the days of Tristam Coffin whose descendants are numbered by scores, self-reliance, independence and disregard for outside concerns have been a predominating trait, an inheritance from past generations. We have here a principality of and for itself, separated by 30 miles of salt water from New Bedford, its former rival.

[illegible] winter bring out the

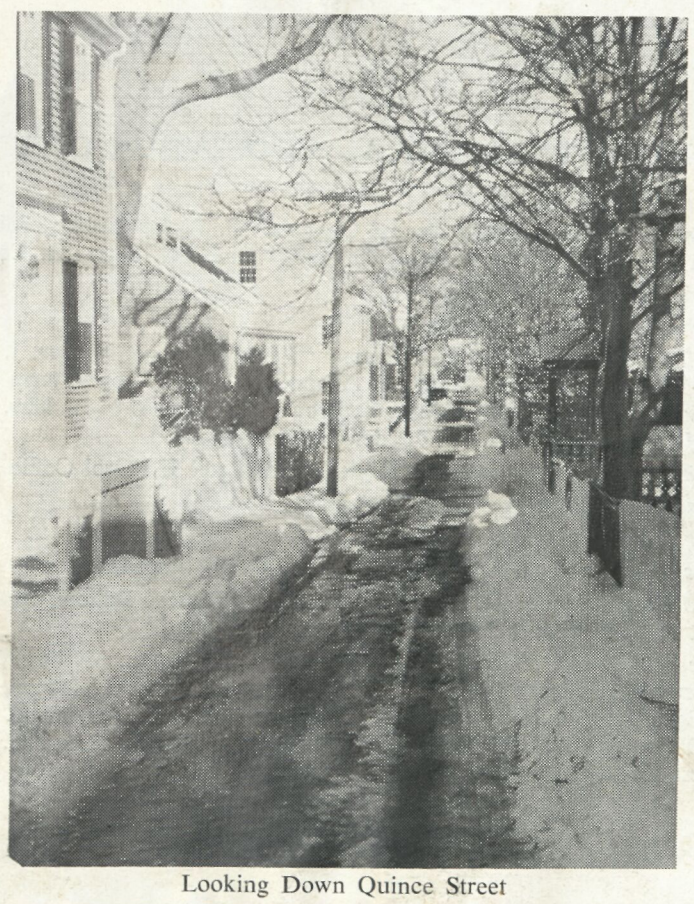
SUNSET — MADAKET HARBOR

Hopeful Nimrods at the Madaket Breakthrough.

"SKATING AT MAXCY'S POND" Photo by Studio 13

Photo by Universal Photo Shop

Bay State Historical Leaguers swing along Centre Street on a lecture tour conducted by Historian Edouard A. Stackpole, at the right.



Looking Down Quince Street

These buildings along the picturesque curve of Fair Street are all "Old Nantucket."

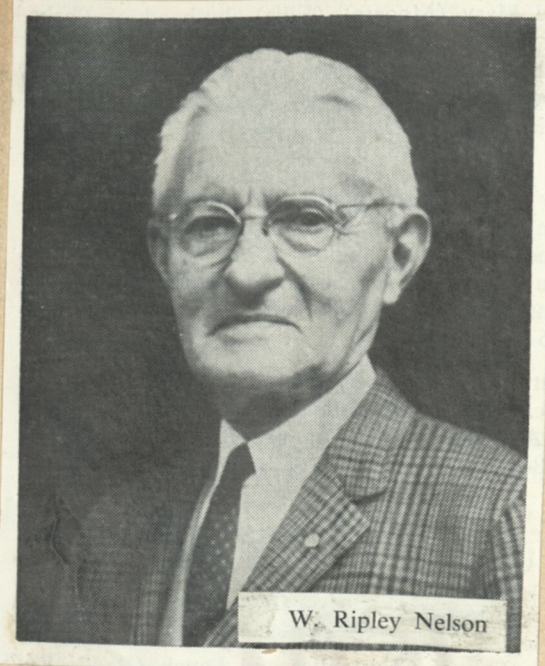
Winter settles down on Academy Hill

The Nantucket Historical Association's Surrey on Main Street during the 300th Anniversary Celebration — 1959

Looking Down Quince Street

Peaceful in-town pasture between Dover and Silver Streets

Secluded Gull Island Lane



W. Ripley Nelson

Ripley Nelson is 83, but he still has a good head of hair, and it got its last trim at the Eagle Barbershop last Saturday.

When Mr. Nelson got down from the front swivel chair and ambled out the door, Bob Francis closed up his shop for the last time.

Bob Francis puts the finishing touches on the last head of hair he will ever cut at the Eagle Barbershop. The head belongs to Ripley Nelson.

Alice A. Shurrocks

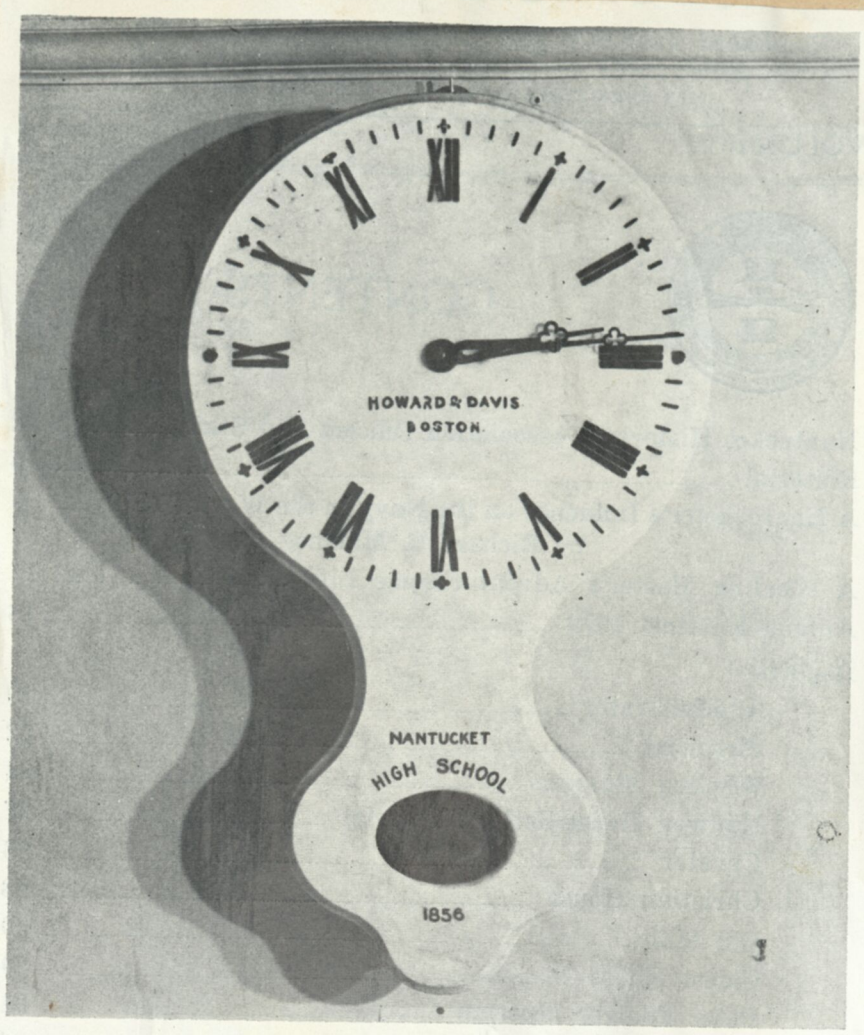
Alice Albertson Shurrocks, 86, of Nantucket Island, Mass., died Friday at the home of friends with whom she had been visiting for the past year.

Born in Philadelphia Feb. 10, 1880, Mrs. Shurrocks was a graduate of Bryn Mawr and taught Latin at the Friends Select School in Philadelphia.

She spent most of her life in Nantucket, where she succeeded her mother, the late Mary Mitchell Albertson, as curator, librarian and later director of the natural sciences department of the Nantucket Maria Mitchell Assn., a popular scientific institution.

Mrs. Shurrocks was the author of three books on Nantucket. The widow of the late Alfred F. Shurrocks, she is survived by several cousins.

Memorial services and interment will be later at Nantucket. Local arrangements were by Welch-Ryce Associates.



The Old High School Clock

With the construction of the high school on Academy Hill, in 1856, this old clock was installed in the main room, and marked the passing hours each day until the building was razed in 1929, when it was presented to the Nantucket Historical Association. It now hangs in the Research Room at the Peter Foulger Museum.

NANTUCKET HIGH SCHOOL ANNEX looked from the outside last week (top photo) that it would be ready for opening of school. But, as a book can't be judged by its cover, classrooms were not ready

Famous clock to perform on New Year's Eve

Walter Folger's unique astronomical clock (1790) used to attract Nantucketers to Mr. Folger's home at the very end of the year so they might watch the number of the year change at the top of the "face". This was at a time when Times Square was a pasture, and the visitors were no doubt more intrigued by the calendar change than by the complex and innovative mechanism that will show the declination of sun and moon. Recently put back in running order by John C. Losch of Holliston, Mass., this renowned "grandfather's" clock can be seen and heard (it ticks again) at the Peter Foulger Museum from 2 to 5 p.m. on December 27, 28 and 29 - but not, alas, on New Year's Eve. Also open at these times will be the Whaling Museum and the Hadwen-Satler House.

1973-H

School of Whales Visit Nantucket To Rub Off Winter's Barnacles

Apr. 16, 1964

A reminder to Islanders that Nantucket was the whaling capital of the world just a century ago was given viewers along the south shore Sunday when a group of three or four whales came close enough to shore to be seen from the beach. Clusters of viewers gathered along the Cisco area to watch them. The whale spouted, and rolled, flukes up, as they played in the ground swell.

Although many Nantucketers have not seen live whales, the big mammals pass by the Island during the month of April each year. They are on their annual migration from southern waters to an area extending from near Georges Bank and as far north as Newfoundland. Fishermen see them frequently off 'Sconset, and while the Coast Guard maintained a station on Muskeget many could be spotted offshore. Trawlers off Nantucket see them during the summer months also.

While no one has been able positively to identify the species of whale seen, Clinton Andrews, research director of the University of Massachusetts Marine Biological and Oceanographic Institution at Quaise, says that because the whales were seen spouting, they were most likely right whales or hump back whales. Because the right whale is very rare, and observers noticed what appeared to be a large hump behind the head of one whale nearest shore, it is assumed that the whales were of the hump back variety.

One reason the whales come so near short, Mr. Andrews said, is that they like to swim over the shoals to rub barnacles off their skin. It's like having their backs scratched.

Oct. 26, 1962

Photo by Bill Haddon

This whopping striped bass was landed with rod and reel from the beach at Great Point Sunday morning by Conrad Green, of Polpis Road and East Greenwich, R. I. The bass weighed in at 59 pounds and is the largest caught this year. Mr. Green landed the fish using a 30-pound test line.

$13 All-Time High For Scallopers

SHELLFISH WARDEN ELWYN FRANCIS, left, inspects a load of scallops brought in to Madaket pier by Roland Huyser.

NOV. 7-1962

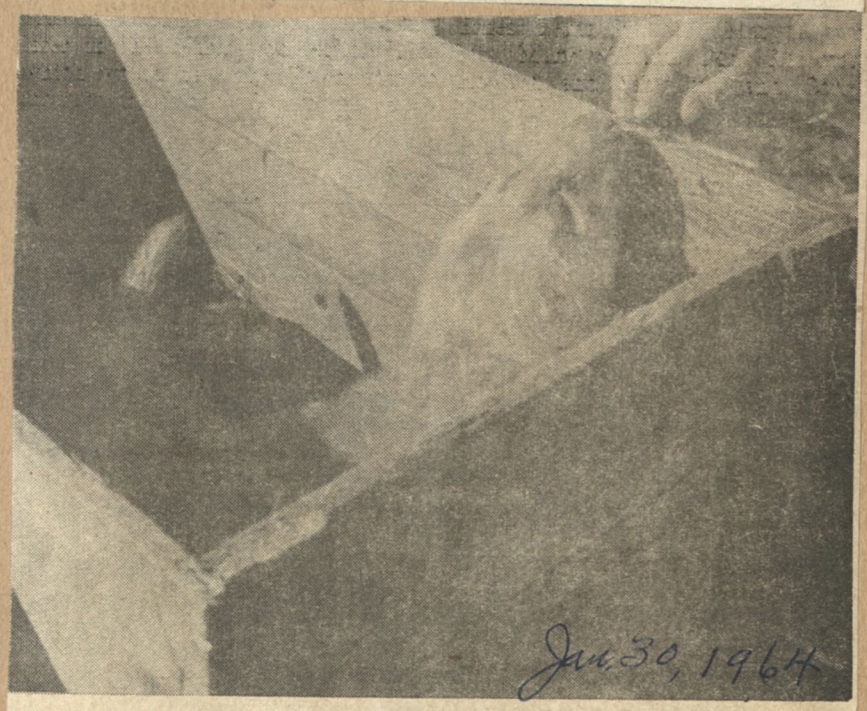
Nantucket scallopers are being paid an all-time high price of $13 per gallon for their catch and those who land their limit of six bags a day are receiving an average of $117 for their day's pay.

This good fortune may not last too long as they are fast cleaning out the beds of scallops and Shellfish Warden Elwyn R. Francis Sr. is of the opinion that the fishermen will find the scallops very scarce before long.

The previous record high price was $12.50 paid in 1959, when there was a shortage of scallops. That year the scallopers sold a total of $40,000 worth of the shellfish.

Mr. Francis said that only 67 commercial licenses have been issued, which is only half the number issued last year. He said that only one boat is operating in Nantucket Harbor and 35 boats at Madaket.

The fishermen found that Nantucket Harbor was full of seed scallops that cannot be taken and that the big scallops are at Madaket. Where boats used to go out at 6 a.m. and return with their limit by 9 o'clock each morning they have found that they cannot get their limit this year without dragging for six or seven hours and they are not able to return to the dock until the afternoon.



Jun. 30, 1964

Millie Jewett of Madaket is conducting a successful attempt to keep alive a baby seal which was caught last week on the beach at Muskeget Island by Manuel Souza Jr., a scallop fisherman. Mr. Souza brought the seal back to Madaket and presented it to Millie.

The baby seal resembles a small dog with short stubby paws and long curved claws. Millie found the seal was so young that the teeth had not come through the gums. She immediately went in town and purchased six baby bottles and nipples, along with cod liver oil and milk.

The seal is fed from five to six bottles of milk daily, which contains cod liver oil and fish spawn. The mammal is apparently thriving under Millie's care, and gives an odd dog-like cry every time she goes near it.

Since word has got around about Millie and her baby seal there has been a constant stream of visitors driving out to Madaket to get a glimpse of it.

When Millie first got the seal from Mr. Souza, she placed it in a small boat in front of her home; but she soon had to change its quarters to a large wooden box with a wire mesh covering when she found the seal was able to climb over the thwart and onto the beach.

The seal weighs about 50 pounds and is covered with coarse grey-white hair. Millie estimates it was about 10 days old when she got it.

Although she enjoys taking care of the seal, Millie said she is willing to turn it over to any zoo or aquarium that wants it as she knows it will receive expert care and treatment.

Sept. 2, 1965

Mysterious Appearance: In the early hours of Saturday morning, a 70- to 80-pound snapping turtle was found dead on the deck of a house boat docked at Old South Wharf. Max Sonino, owner of the boat, said that he was unaware that the turtle was aboard until someone called down to the cabin and told him.

July 1963

Our Young Trees Insured For Fifty Dollars Each

The Tree Commission took definite steps last night to protect the town from loss or damage of trees by vandals when they voted to insure 75 trees in the business section and placed a value of $50 on each tree. The insurance is estimated to cost $33.75 for all the trees insured.

The area to be encompassed by the insurance covers South Water, Main, Centre and Broad Streets and all streets inside that area.

Last year there were a dozen or more young trees that were broken and destroyed by vandals mostly on Centre Street. Just this past weekend police found a pin oak tree broken at the base on Federal Street near Broad.

1952

"HARVESTING THE CRANBERRIES" — THE SEPTEMBER PICTURE

Fishing

Surfcasting at Sunset

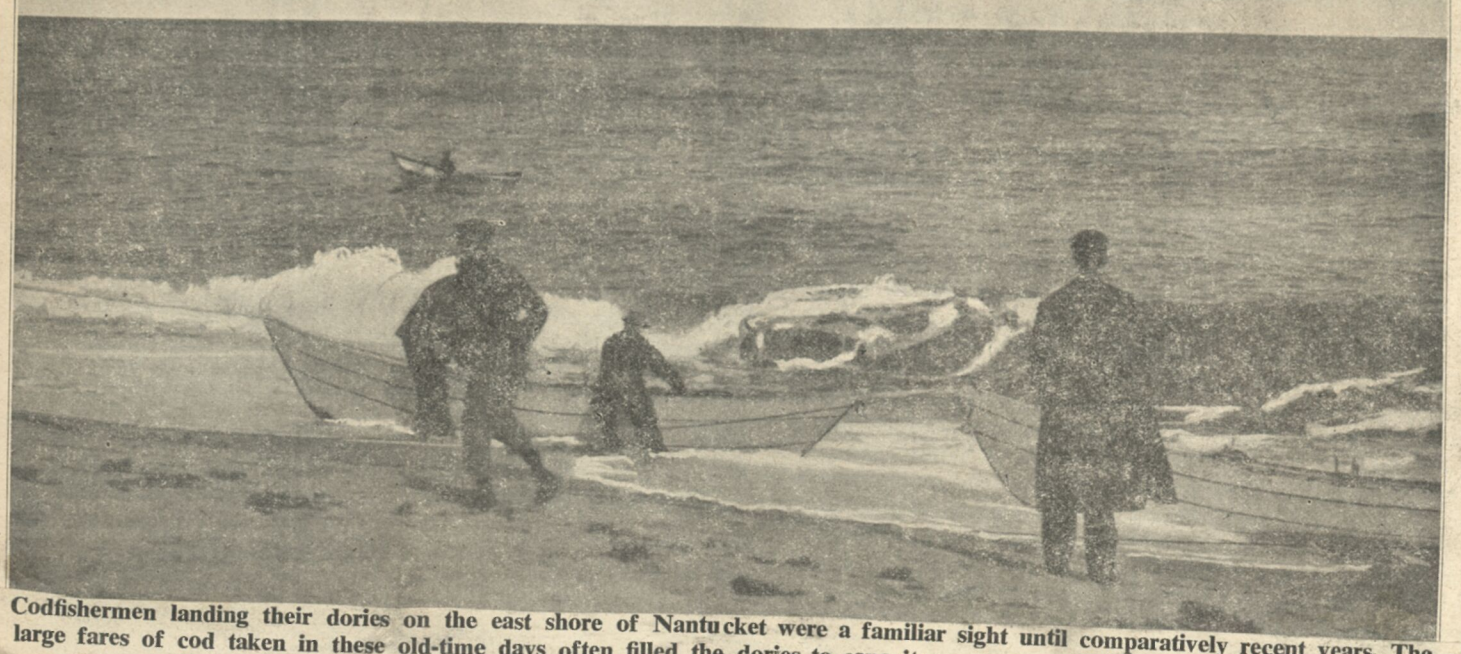
Photo by Bill Haddon

Two white marlins lead the tournament. Both were caught on the same trip from the Waco. Shown on pier left to right are Walter Dixon, Edward Lomer, and Bob Onges. On the boat is Warren Collins. The fish weighed 51¾ and 61½ lbs.

August 1970

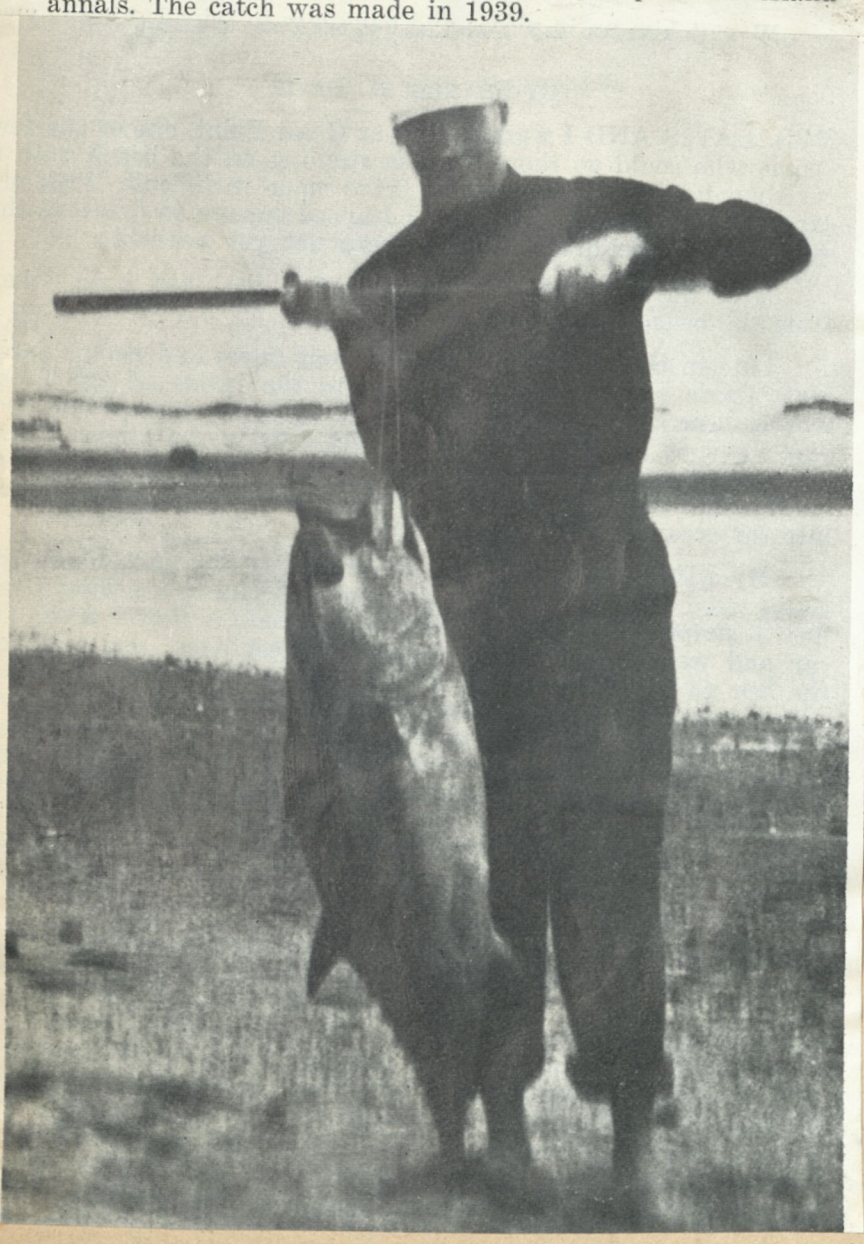
Winner of the Second Annual Anglers' Club Bill Fish Tournament, Mike Lamb and his 456½ lb swordfish caught August 14th, from the Mijoro. Shown with Mike from left to right are: Joey Lamb, Albert Coffin, Capt. Larry Hastings, Lucille Lamb and Raymond Senecal.

APRIL 17, 1969

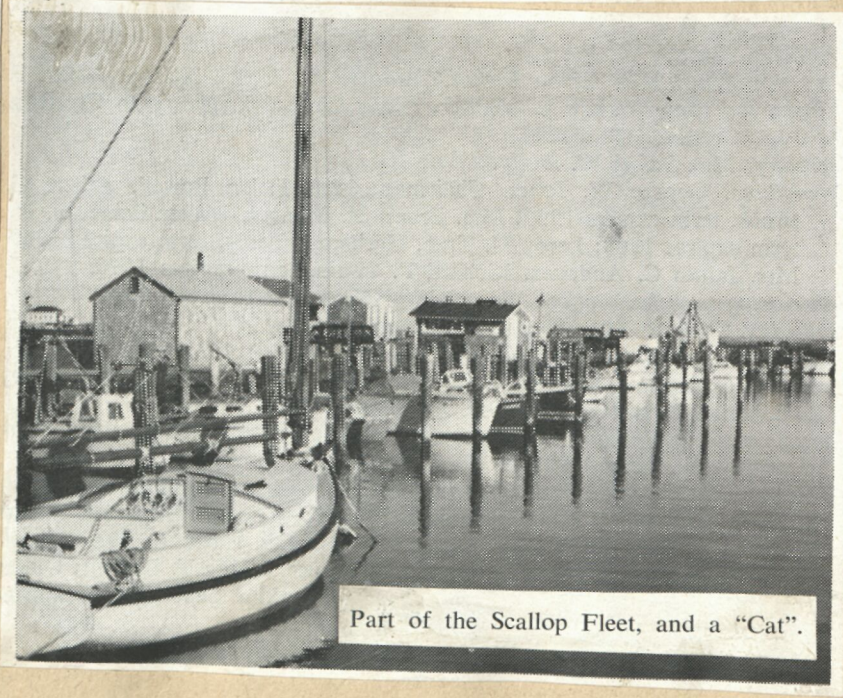


Codfishermen landing their dories on the east shore of Nantucket were a familiar sight until comparatively recent years. The large fares of cod taken in these old-time days often filled the dories to capacity.

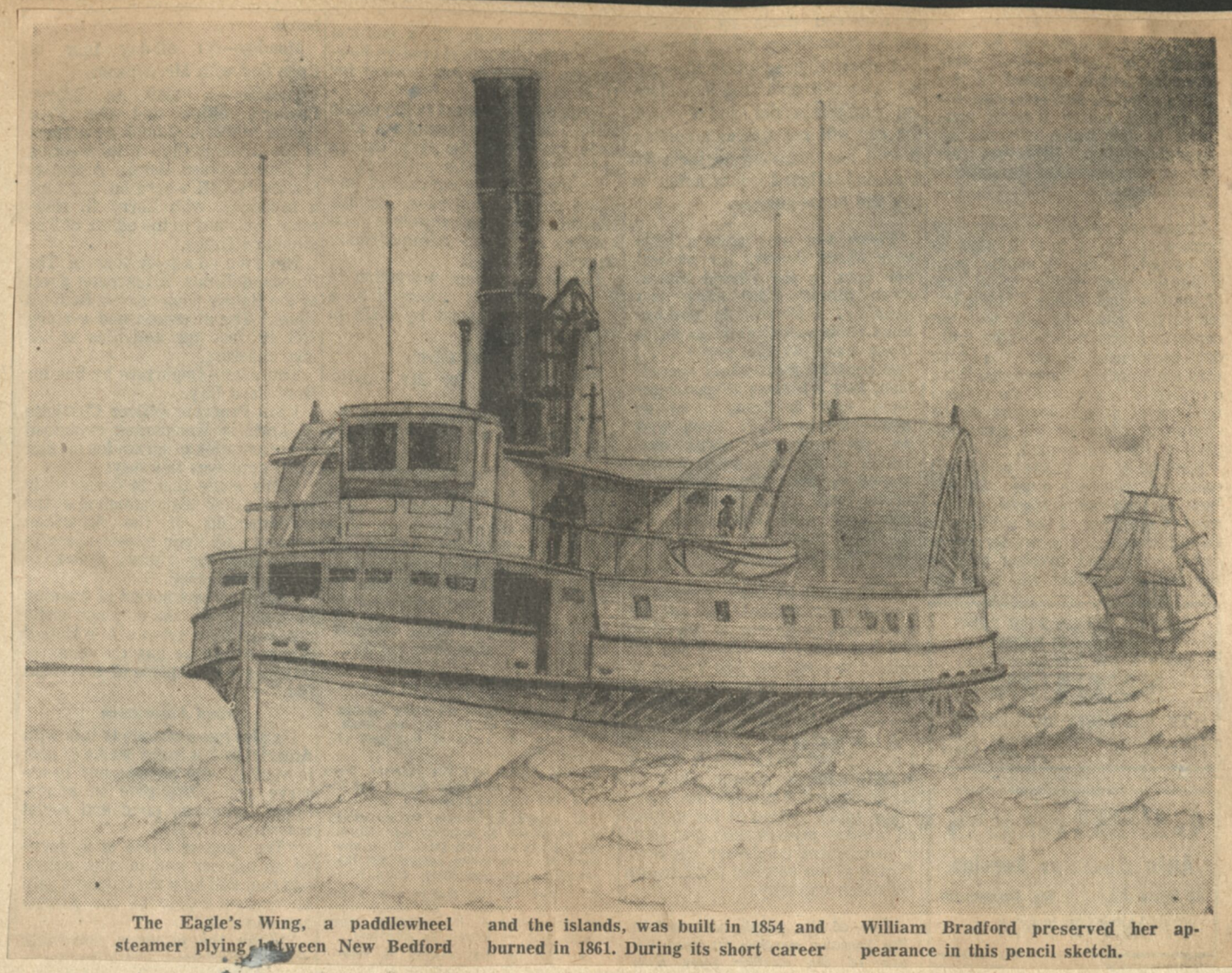
Francis W. Davis and his 60-lb. tuna which he landed on Great Point in one of the most unique fishing exploits in island annals. The catch was made in 1939.



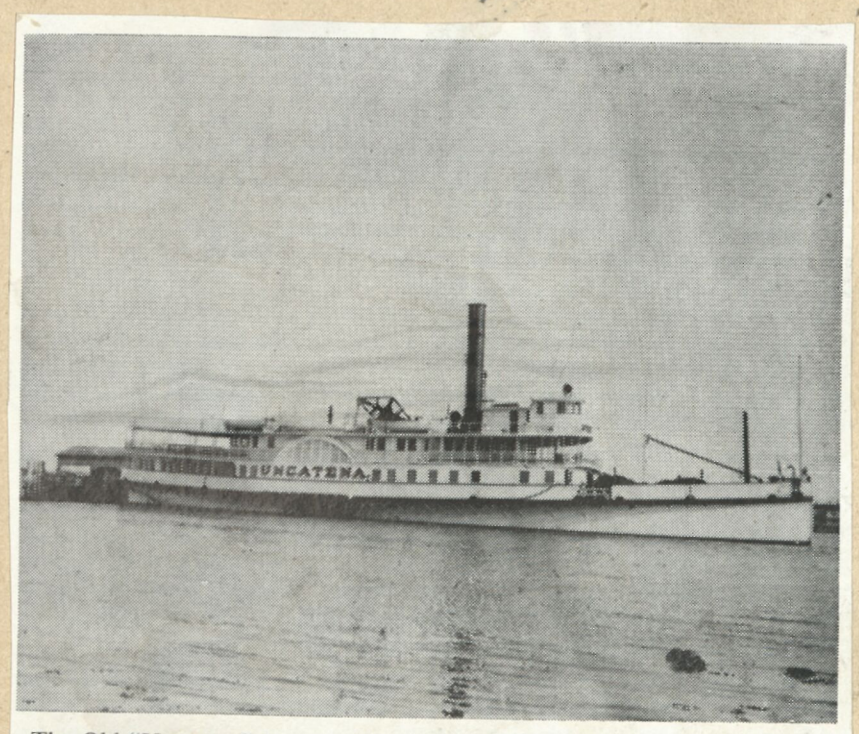
One hundred years ago — April 7, 1870 — a whale was brought into the harbor and "cut in" alongside a schooner at Commercial Wharf.



Part of the Scallop Fleet, and a "Cat".



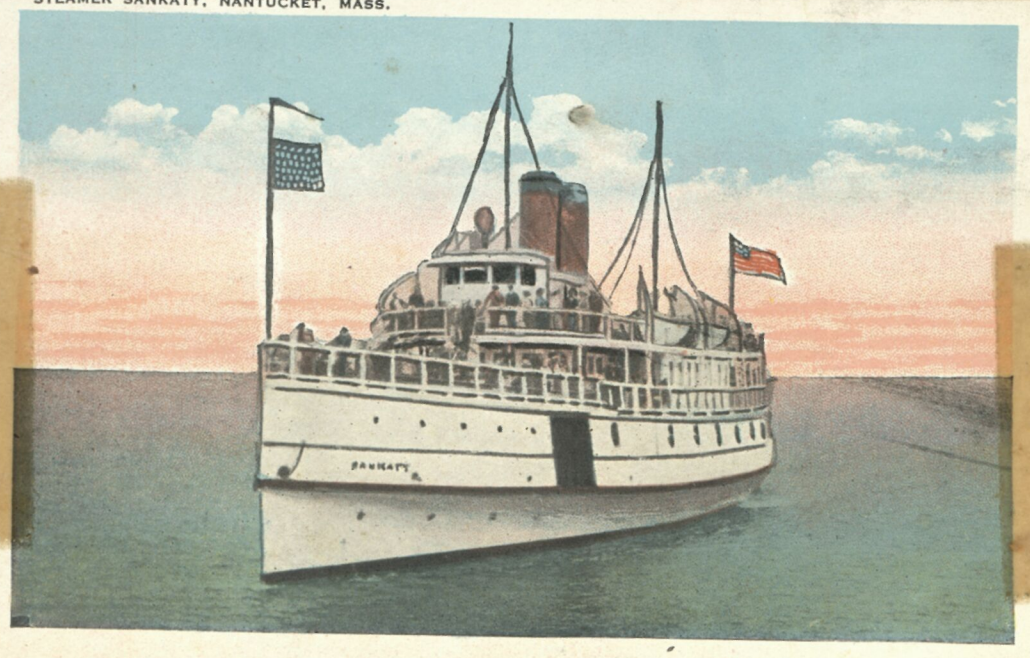
The Eagle's Wing, a paddlewheel steamer plying between New Bedford and the islands, was built in 1854 and burned in 1861. During its short career William Bradford preserved her appearance in this pencil sketch.



The Old "Uncatena" Was the First of the Vessels of the Steamboat Line To Have a Steel Hull and the Last to Have Paddle-wheels. Notice Her Beautiful Lines

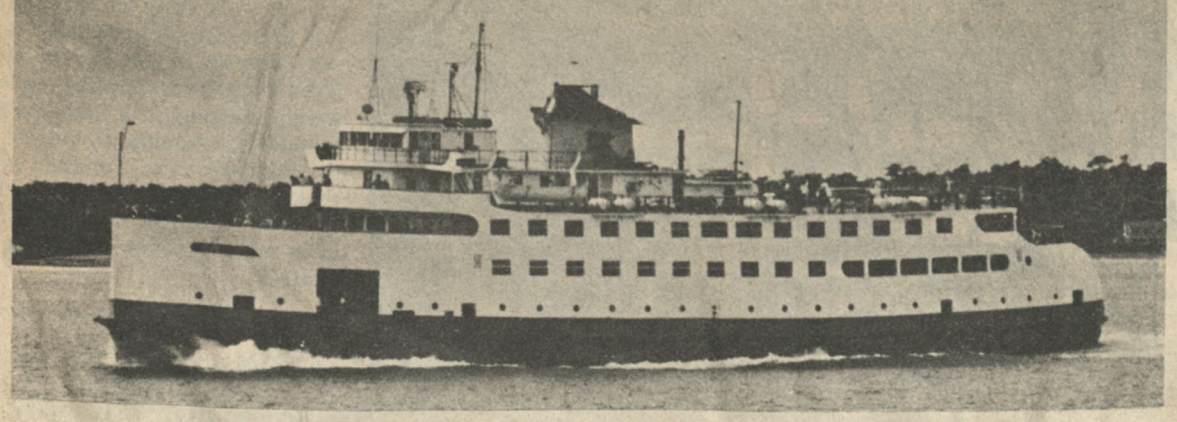
The New "Uncatena"

STEAMER SANKATY, NANTUCKET, MASS.



Sept-27-1973

Steamer Nantucket



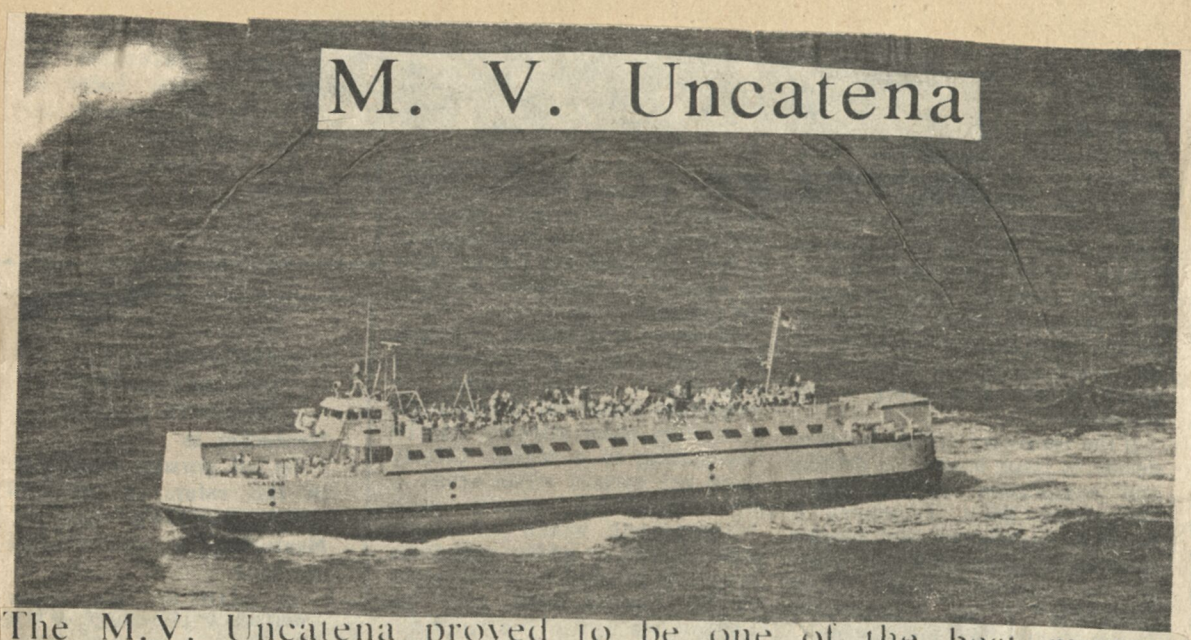
The Steamer Nantucket went back on the Nantucket run September 18 and will operate the interim fall schedule until October 18. Weekends are almost completely booked for car reservations, particularly over the Columbus Day holiday. There is no space available October 4,5, and 6 to the island and the boat is booked solid from the island October 7,8,and9. So far no extra service is planned for Nantucket.

Nobska Builder's Plate returned

The Nobska's heavy brass builder's plate, which had been stolen from its position on the after capstan of the steamer on Sept. 14th, was returned to the Steamship Authority's Nantucket station by persons unknown on Sunday evening. Theft of the plate, shown here Monday with Authority employee and steamship historian Joseph Morin, had caused an outcry which spread beyond the ranks of the boatline to the general public of the two islands and, indeed, all the way to the halls of Congress, where Representative Gerry Studds had interested himself in the case.

Before leaving the Nantucket station the 48-year-old plate received a thorough polishing. It was then entrusted to the special care of Captain Robert Canha of the steamer "Nantucket" and forwarded Monday afternoon to the office of Authority General Manager John J. McCue in Woods

M. V. Uncatena



The M.V. Uncatena proved to be one of the best money makers for the Authority this summer. It made three trips from Nantucket to Hyannis daily and three trips to Nantucket. The vessel also carried cars as well as passengers. Service to Hyannis will be discontinued September 30 for the season

The Steamer Nobska on her last run to Nantucket for the season. Her future remains uncertain, depending on the Coast Guard requirements and cost. A faithful ship, she has served Nantucket for almost fifty years.

Mrs. Adriaan Roggeveen smashes a bottle of champagne across the stem of the new 230-foot vessel at the instant of launch, and names her "Nantucket".

New "Nantucket" to burn less fuel than old "Nantucket"

The Steamship Authority's new diesel-powered "Nantucket" is expected to burn far less fuel than the present steam-powered "Nantucket". Estimates are based on fuel consumption of the ferry "Islander", which has the same engines as the new boat - two 850-h.p. Fairbanks Morse diesels.

The "Islander" burns about seven gallons of No. 2 oil per mile, and the "Nantucket" burns 33 gallons per mile of No. 6 oil, almost five times as much. Costwise, the lighter diesel oil is fifty percent more expensive, but this still gives the diesel vessel a three-to-one cost advantage.

These figures are based on records for the month of September, when the two boats travelled almost identical distances. The "Islander" covered 3376 miles, and used 23,456 gallons at a cost of $4222. The "Nantucket" steamed 3426 miles, only 1½ percent more, and used 112,255 gallons costing $15,055.

The new Motor Vessell "Nantucket" will burn fuel at a slightly higher rate per hour than the "Islander" because she has a larger generating plant for electric power and heating, but she will cruise at over 14 knots against the "Islander's" 11½ so her consumption per mile will be about the same or slightly less than the ferry's.

Naushon to fill in for Nantucket this next week

Beginning yesterday the S. S. Naushon relieved the new M. V. Nantucket, and will make both daily round trips from Woods Hole for the next week while the new vessel is being "winterized", and having other minor work done. The Nantucket is equipped with a closed-circuit cooling system for her diesels, in which cooling water is pumped through pipes which run along the keel and the heat of the water is conducted away through the steel to the ocean without admitting sea water to the engines. This is similar to the system used in automobiles, and it also requires that antifreeze be added in winter. That will be done this week.

When the Nantucket goes back into service next week the Naushon will go into standby status, and will be reactivated for the Columbus Day and Veterans' Day holiday weekends.

On October 1st the Hyannis service will be terminated for the season and the Uncatena will go into a six-week intensive overhaul of hull and engines. She will come back into service Nov. 15th, to relieve the ferry Islander at that time.

Nantucket will be served on the Steamship Authority's fall schedule by two round trips a day of the Nantucket, leaving here at 7:30 a.m. and 2:00 p.m., and leaving Woods Hole at 10:45 a.m. and 5:00 p.m., all trips running nonstop. 1974 Sept. 19

Stern of M.V. "Nantucket" just before launching, showing arrangement of rudders, screws and center skeg. Rudders are turned at a ninety-degree angle for the sideways launch.

This beautiful photograph of Nobska is from Robert Gambee's superb "Nantucket Island", the most comprehensive picture book of The Island ever published.

Captain Jules Souza retires from Steamship Authority Service

November 1973

Captain Jules Souza, recently master of the steamer "Nantucket", retires from active service tomorrow, Nov. 16, on reaching his 65th birthday. Capt. Souza, known affectionately to his friends as "Julie", has spent most of his life either at sea or on the island steamers. He has close family ties to Nantucket, being married to the former Margaret Hamblin, daughter of the late Mr. and Mrs. Oscar Hamblin. His Nantucket in-laws include Thomas, Oscar, George and the late John Hamblin, Mrs. Harriet Dexter and Mrs. Sarah Waddington.

Capt. Souza was born in Taunton in 1908, completed just four years of formal schooling, and first went to sea at the age of 15, signing on a tanker out of Fall River and sailing "deep sea" until 1929. Then he joined the New England Steamship Co., predecessor of today's Steamship Authority, and worked on the island boatline until 1943, working up through the licenses of mate, pilot, and finally inland master (or captain).

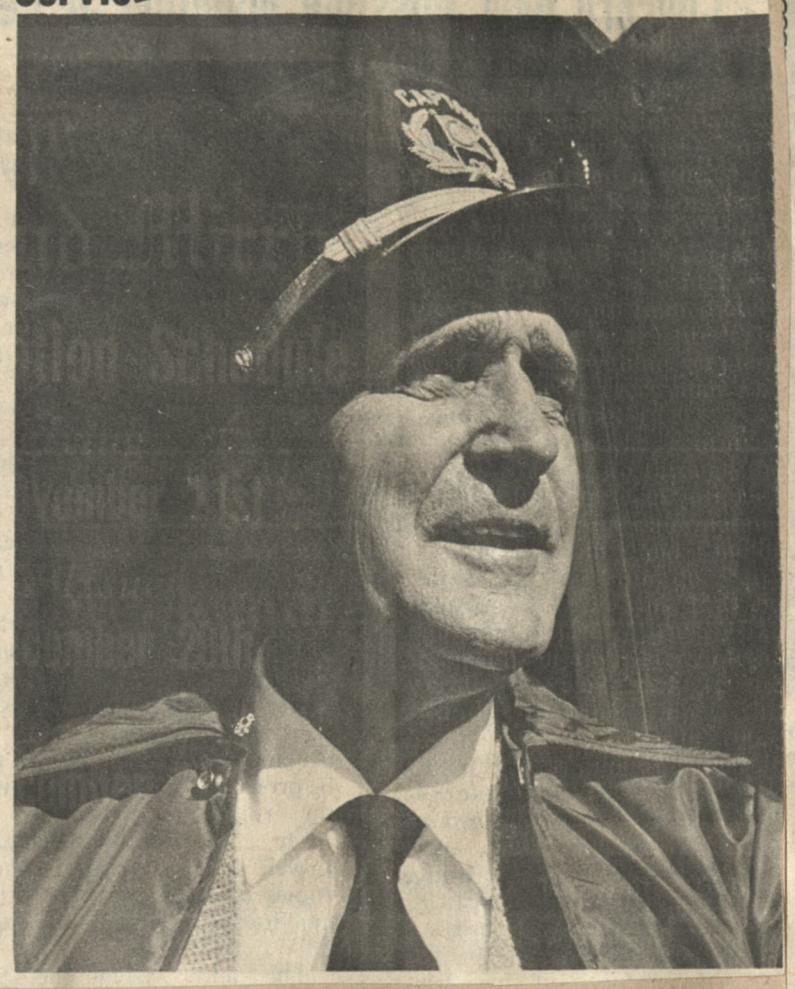
In 1943 he shipped "outside" again, sailing aboard the S. S. 'Alcoa Guide" as an Able Bodied seaman, or A. B. Neither the ship nor any other member of her crew survived this short voyage, which ended when she was torpedoed off Hatteras just 36 hours out of New York.

Souza got away from the sinking ship with three other seamen in a raft. He remembers that when day broke "there seemed to be just four of us left alive in this world. The subs had left. Three of them had surfaced but only one shelled survivors. I suppose they didn't see our small raft."

Over the next ten days Souza's three shipmates died one by one. He says, "...I wound up with all their clothes. It was bitter cold, especially at night, and we never seemed to dry off." There was no food or water aboard the raft, and Capt. Souza says, "Don't let them tell you that you can't drink salt water..That, and some small minnows that schooled up under the raft kept me going." Some 32 days after abandoning ship in the raft he was picked up, 300 miles east of Bermuda. He was barely alive, down to 78 lbs, having lost 100 lbs during his ordeal.

A year later, in 1944, he was torpedoed again, this time in convoy off the Irish coast preparing to head northeast for Murmansk, the Russian Arctic port. Capt. Souza says, "Thank God there were British corvettes right with us. It was winter and they picked us up immediately, in the full glare of the fires..The good Lord was with me on many trips. I suppose every man who sails can say that."

After the war he continued sailing, working up through the grades of ocean deck officer's licenses to the final culmination,



"Master, steam and motor vessels, any tonnage, any ocean", which means that he can command any size steamship in any waters of the world. He came back to the island boatline, not the Steamship Authority, in 1963, sailing first as pilot and then as master.

"It's been a good life, especially the last ten years," he says. "You see happiness all around you when you're ferrying passengers and cars and trucks. People vacationing, lots of children. Not like hauling oil from horizon to horizon."

Captain Souza has a soft spot in his heart for Nantucket, birthplace of his wife and the couple's favorite vacation place. "I wouldn't mind retiring there. I've got wonderful in-laws over there," the Captain concluded fondly.

Steamer "Nantucket" about two-thirty Monday afternoon as she lay off the ferry slip, bows headed toward the White Elephant Hotel and unable to extricate herself. A strong easterly wind pushed her bow away from the dock before she could back into the slip, and without a bowthruster she could not move her bow sideways against the wind. The Coast Guard 44-footer from Brant Point finally towed the "Nantucket's" stern sideways clear of the dock so that the big vessel could use her engines effectively, and she then backed out into the harbor and docked again, this time without difficulty. Four pairs of small spiles were broken on the end of the wharf, and one single spile on the north side. The steamer suffered no damage herself.

New Authority boat to be launched October 27-1973

The Steamship Authority announced today that the new 230-foot motor vessel being built at Bellinger Shipyard in Jacksonville, Fla., will be launched on Saturday, October 27th. Until now known only by her builder's number, Hull 107, she will be named the "Nantucket" at her launch by the wives of the three Authority Members, Adriaan Roggeveen of Nantucket, Allen Look of Martha's Vineyard and James Smith of Falmouth. The present steamer Nantucket is up for sale & will be renamed at a later

The S.S. "Nantucket" and freight boat "Auriga" are tied up at the Authority wharf in Woods Hole. S.S. "Nobska" is tied up at Vineyard Haven Wharf. The name boards have been removed from the bow of the S.S. "Nantucket", as the new boat is to carry the name "Nantucket". It is rumored the old S.S. "Nantucket's" name will be changed to "Naushon". Dec 13 - 73

Dec 9-1973 *

Fresh southerly winds and rain Friday morning kept all but a half dozen scallop boats in. Two off Island draggers were in at the wharf, waiting for it to moderate.

The M.V. "Islander" started out from Woods Hole but turned back, after coming part way over. Saturday was a fine day and a good part of the scallop fleet took advantage and were out. *

* Dorothy Rand and Gertrude Pratt were aboard on way to Nantucket

S.S. Authority's new ferry "Nantucket" launched at Florida shipyard last Saturday

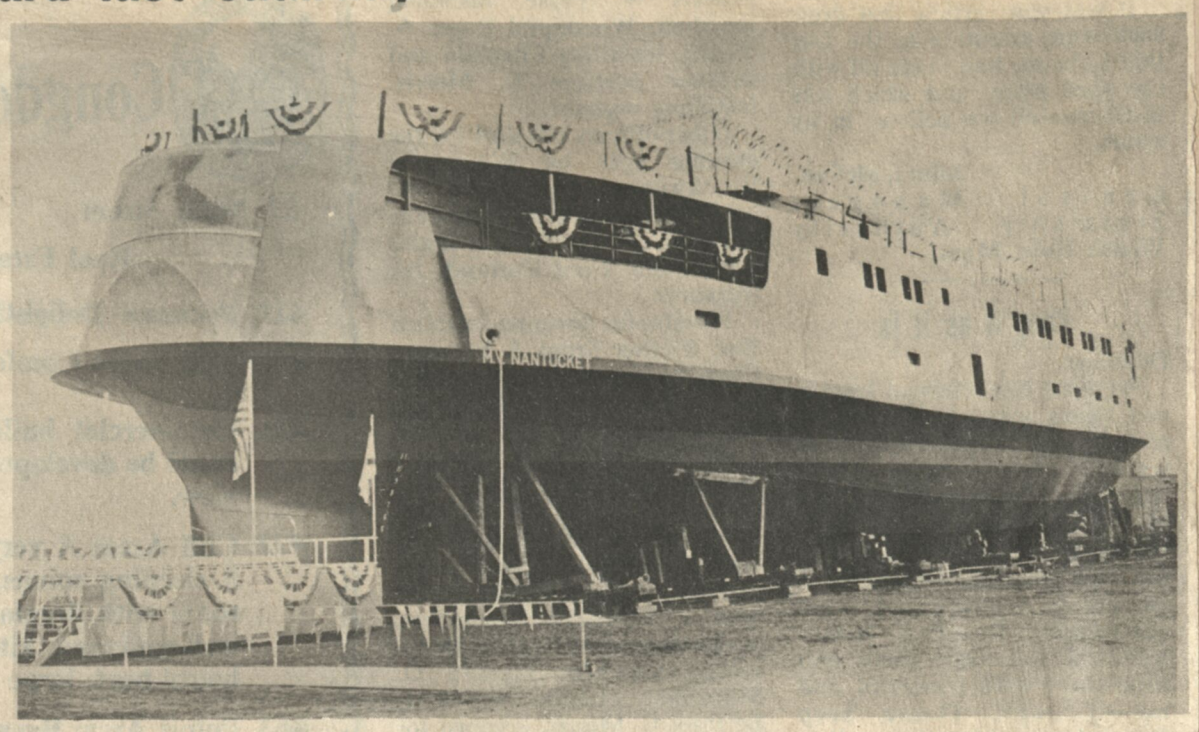
Oct. 27, 1973

Last Saturday morning at approximately half past eleven the diesel ferry vessel "Nantucket" received her name as a bottle of champagne was smashed across her steel stem, and she slid sideways into the St. John's River to begin her active life. Mrs. Adriaan Roggeveen, wife of the Steamship Authority Chairman and Member for Nantucket, named the new vessel, saying as she did so, "God bless this ship and the men who sail on her!" The wives of the other two Authority Members, Mrs. Allen M. Look of Martha's Vineyard, and Mrs. James H. Smith of Falmouth, were cosponsors of the vessel, although Mrs. Roggeveen wielded the bottle of champagne alone.

The launching was directed by Joseph F. Bellinger Sr., who has launched all the vessels built in past years by Bellinger Shipyard. The launching was witnessed by about a thousand persons. Officials present included Authority Chairman and Nantucket Member Adriaan Roggeveen, who addressed the assembly, Members James H. Smith and Allen Look, Nantucket Advisory Member Norman P. Giffin and his wife. Falmouth Advisory Member Robert C. Neal and his wife. Authority General Manager John J. McCue, design architect John K. Roper, associate architect Edward Philips and his wife, Superintendent of Maintenance A. E. Libbra and his wife, Assistant Superintendent James Oag and his wife, Treasurer George W. Liberty, and various shipyard and Jacksonville city officials.

Jacksonville Shipyard hosted a dinner Saturday evening following the launching.

The new boat, which has been under construction in Jacksonville Shipyard (formerly Bellinger Shipyard) since early last winter, is of essentially the same dimensions as the S. S. "Nantucket" built in 1956. That is, she is 230 feet long overall, 60 feet wide on deck, and has five vehicle lanes, and draws about 10 feet of water with an average heavy freight load.



M.V. "Nantucket" from the port bow before launching. Upper deckhouse can just be seen, but pilothouse has not yet been put on. Hull sections are double-chine in form. Dark bottom paint extends up to the 11-foot draft mark, and vessel will normally float a foot higher.

She is different from the earlier "Nantucket" in a number of important respects. She is six feet wider on the waterline amidships, which makes her much more stable and therefore capable of carrying more heavy freight. To exploit this, she has three full-height truck lanes down the middle of her freight deck, and only two single-height car lanes, one on each side. This restricts the width of the passenger mezzanine decks to approximately the same as on the "Uncatena", although they will be longer. The passenger seats are designed to be more comfortable than those on the Uncatena.

There is one less passenger deck at present than on the earlier "Nantucket", although the vessel has sufficient reserve stability for a whole or partial deck to be added at any time in the future. The principal passenger spaces therefore are the two mezzanine decks, but there is a lunchroom on the top deck beneath the pilot house, and this extends across most of the width of the boat, affords a view ahead and to both sides, and also houses a covered crossover passage from the mezzanine deck on one side to that on the other side. This is a provision which has been lacking on the "Uncatena". Passenger capacity has not yet been precisely determined, but will be approximately 1000 year 'round.

Regarding technical aspects of the boat, her hull is roughly similar to the early boat, although constructed with two chines, or angles, in the bilges instead of using more expensive curved steel plates. She is therefore expected to be comparably comfottable in rough weather, but will be a little "stiffer", rolling somewhat more quickly but not as deeply. She has a bowthruster mounted in a 52-inch-diameter crosswise tunnel forward (this can be seen in one of the pictures) and will therefore be easier to dock in high winds. She has two three-bladed fixed-pitch bronze screws, each turned by a 10-cylinder 850-horsepower Fairbanks Morse diesel of the same type used on the ferry "Islander". The twin rudders are oversize for good steering at low speeds, and there is a large skeg for the same reason.

The total of 1700 horsepower is about half that of the former "Nantucket", but towing tank tests of a model made over a year ago indicated that the new hull developed remarkablly little resistance at cruising speeds, and that this amount of power is sufficient to drive her at 14½ knots. This will yield a major saving of fuel over the earlier "Nantucket". Her diesel exhausts are below the freight deck aft, but officials claim that the exhaust gases will be filtered and will not be objectionable.

If more power should be desired later in the vessel's career, there is both space and weight capacity available in the engine room and stern to add either a center engine and third, centerline, screw, or to add two more engines, coupling them to the existing engines and shafts. This feature, plus the boat's ability to receive an additional passenger deck when needed, indicates that she can be considered to be a "nucleus" with substantial growth potential for future years.

The contract delivery date for the boat to be turned over to the Steamship Authority in May 1st of next spring, but actual delivery is expected to be sometime before then.

New "Nantucket" makes maiden voyage to the Island

May 1974

By Tom Giffin

After completing a three-day delivery voyage from Jacksonville to Woods Hole over the weekend, the M. V. "Nantucket" came to the island Tuesdav afternoon on a maiden demonstration trip, giving Nantucketers an opportunity to go aboard and inspect the new boat before she goes into regular service later this week. Both invited guests on the trip from Woods Hole and islanders who toured the vessel here seemed to be favorably impressed by the Steamship Authority's new acquisition.

Of the same approximate dimensions as the S. S. "Naushon" minus one upper deck, the "Nantucket's" passenger spaces are laid out much like the "Uncatena's", but larger, more spacious, with more amenities, all put on board a vessel which is two-and-a-half times heavier, and correspondingly steadier and more comfortable. There are about 300 fixed seats in the port and starboard mezzanine decks, installed in rows of three outboard and two inboard of a wide aisle. The seats are of two different styles, high-backed and low-backed, and are further varied by having some without armrest separators and some with. In addition, some seats all face forward and others are grouped in pairs facing each other. The object of this variety, which was originally requested by Nantucket Authority Member Roggeveen, is to ensure that all passengers can have a choice of seating and be able to find seats that are both comfortable and convenient.

(Continued on Page Seven)

— N.B.

Continued on next page

MV Nantucket on the run

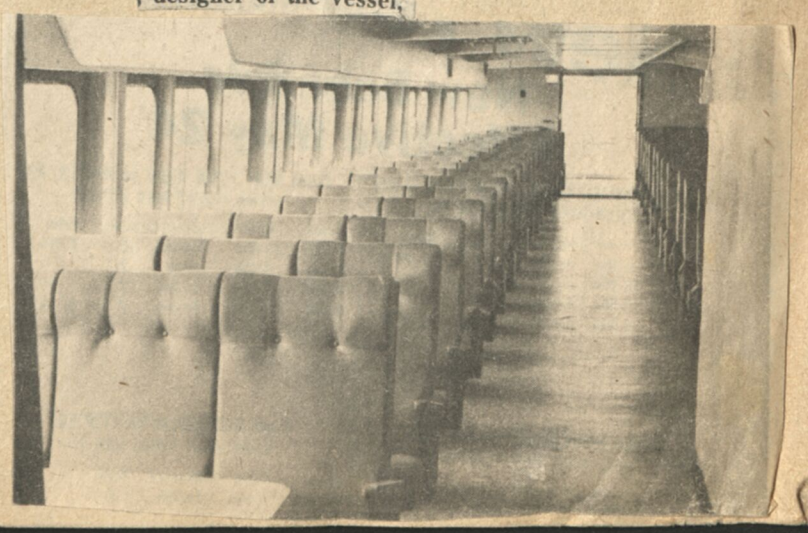
Starting with today's afternoon trip to the island, the new Motor Vessel "Nantucket" replaces the S. S. "Naushon" on the Steamship Authority's late spring schedule. The two boats are of approximately equal speed so there will be no change in times of arrival or departure. The "Naushon" (formerly the S. S. "Nantucket") required a much larger crew to operate, and burns about six times as much fuel per mile, so substantial savings in both dollar costs and fuel oil are expected by sutstituting the new "Nantucket".

M.V. "Nantucket" at Woods Hole shortly before sailing for Nantucket Tuesday noon.

1974

Capt. Edward Tully, r., with Chief Mate Barry Fuller by the starboard bridge wing engine controls.

Architect John K. Roper, l., designer of the vessel,



Islanders are impressed by new "Nantucket" during "open house" Tuesday afternoon

May 1974

(Continued from Page One)

There are, in addition, 24 more seats at tables in the Bridge Lounge on the upper deck adjacent to the snack bar, as well as stand-up eating space both in the lounge and the snack bar. The lounge also serves as a covered crossover between the mezzanine decks on either side, supplementing the pairs of open stairs at each end of the vessel.

The freight deck has roughly the same area as the "Naushon" and can therefore carry the same number of cars and dolly freight. However, where the older steamer has only one full-height truck lane, the new diesel-powered boat has three and has the option of carrying as many as eleven large semi-trailer trucks if fewer cars are carried. This will make the new "Nantucket" a much more flexible and capable freight hauler and should lead to reduced delays in freight shipments to the island. Beyond that, the new boat has far more stability than the old, and will therefore be permitted by the Coast Guard to load as much as 375 tons on her freight deck, as against only 161 tons on her predecessor. Many times the "Naushon" has had to refuse freight for which she had space because she could load no more weight. This should happen very rarely if at all with the new boat.

Under way the vessel is nearly as quiet as a steamer and almost free of vibration. She is powered by two 10-cylinder 850-h.p. Fairbanks Morse opposed piston diesels (the same as used in the ferry "Islander"), and in a further move toward economy through standardization, her two main generators are driven by four-cylinder versions of the same engine. The 51-inch bowthruster is driven by a lighter-duty GM 8V71 capable of up to 350 h.p., for docking. On the voyage north from Florida the vessel consumed five gallons of fuel per mile, which makes her the most fuel-efficient freight carrier in the Authority fleet. She cruises at 14 knots.

The trip down from Woods Hole Tuesday afternoon was smooth as the proverbial millpond, enabling the "Nantucket" to demonstrate nothing more than her superb steering and handling qualities. However, officers and seamen who brought her north in the open sea said that under favorable conditions outside she behaved very well. During only one period of six hours of moderate head seas east of the Delaware Capes did she pound heavily under her overhanging bows. This is a condition she was not designed for and which she would almost never meet in Nantucket Sound.

On board for the trip to Nantucket, as guests of the Steamship Authority, were Chairman of the Board of Selectmen Robert Haley and wife, Selectman Charles J. Gardner, Executive Secretary Arnold Small and wife, former Selectmen Franklin S. Chadwick, and Ernest Whelden and wife, Fire Chief John Gaspie and wife, Mr. and Mrs. Philip Read of the Chamber of Commerce, Mr. and Mrs. Eugene Bartlett of Channel Three, waterfront columnist Charles F. Sayle and wife, Authority Member Adriaan Roggeveen and wife, Advisory Member Norman P. Giffin and wife, former Advisory Member John McCalley, TV cameraman Philip Connell, and Tom and Marie Giffin of the Inquirer and Mirror.

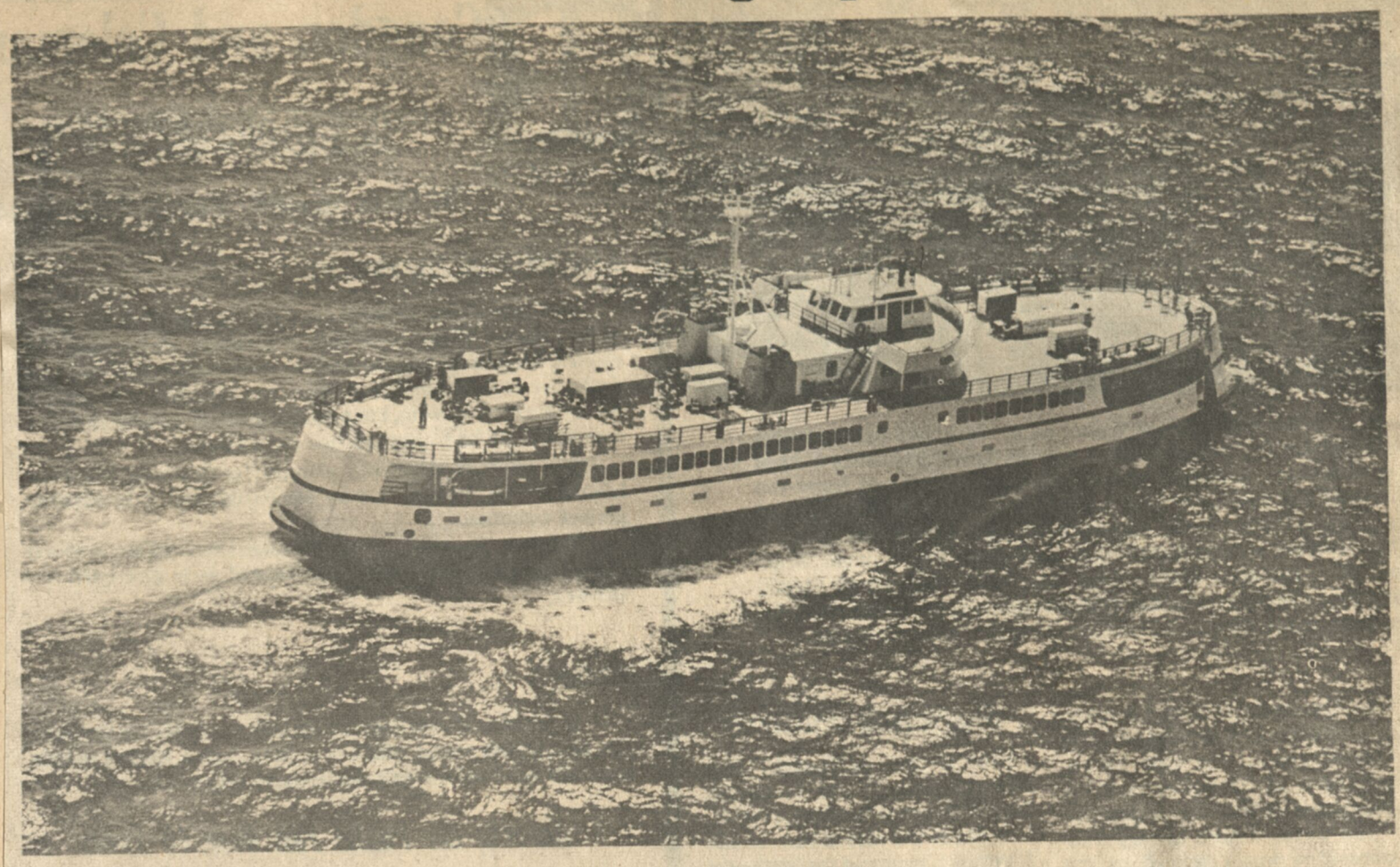
Also sailing as guests of the Authority were Naval Architect John K. Roper, designer of the vessel, and his wife, several shipyard officials and their wives, and the General Manager of Jacksonville Shipyard, Mr. Coombs as well as National Maritime Union Representative M. J. McNerney. Representing the Authority were General Manager John J. McCue, Assistant Gen. Mgr. Ronald G. Eastman and wife, Chief of Maintenance A. E. Libbra, Assistant Chief James Oag and wife, and Operations Manager David Sharp and wife.

The "Nantucket" was manned by the same crew which brought her north, being commanded by Captain Edward J. Tully of North Falmouth, with Capt. Barry Fuller sailing as Chief Mate and Pilot, and George Maury as Chief Engineer.

Bridge Lounge on upper deck forward of snack bar. Fixed tables seat twenty-four diners

Capt. Tully, in the wheelhouse, discusses the vessel with Norman P. Giffin, Nantucket Advisory Member on the Authority and also former Nantucket Agent. Mr. Giffin started with the boatline as baggagemaster on the sidewheel steamer "Gay Head" in 1916.

New Flagship



The Motor Vessel "Nantucket" makes a fine picture as she knifes cleanly through the seas west of Tuckernuck Shoal last Friday afternoon, bound for Woods Hole. Despite her greater waterline beam and stability, her sharper hull slides through the water with much less fuss than her predecessor, the steamer "Naushon". Capt. Earl Vanderhoop was in command at the time. 1974

PRO 2nd CON — ?

Letter Bag

Thanks to Authority Captain and crew

Dear Editor:

I would like to express publicly my appreciation and gratitude to the captain and crew of the SS Nantucket for their kindness and help given me during a recent emergency. My young daughter suffered a severe asthma attack on the steamer trip between Wood's Hole and Nantucket on the evening of June 7th.

Because the boat was crowded, we chose to remain in our car during the voyage, and seriously underestimated the threat posed by the proximity of horses and dogs on the main, or car deck. (When one keeps one's distance at all times from such dangers, it is difficult to judge how close is too close!)

When the boat docked, immediate medical treatment was required, and the crew made every effort to assist us in leaving the vessel; this entailed paging the driver of a locked car at the hed of the line, and asking the cooperation of eager passengers. That effort is sincerely appreciated, and such care and thought will not be forgotten.

Yours truly,
Marylyn Burns

Bring back the Nobska!

Speaking as Nantucket resident who has ridden the steamship route from Woods Hole to the Island for 30 years, I would like to say a few words about our new boat the "Nantucket". I have made the crossing 4 times, and each ride has been succ essively more unpleasant than the preceding. The seating arrangement is most uncomfortable with absolutely no room to stretch one's legs. One feels as if one is a passenger in the tourist section of a crowded DC10. The rest rooms are so small that only three people can fit in at a time, a most anoying thing when one realizes the passenger capacity. No staterooms were built to affor escape from this monstrous cattle boat, and on my 4th trip the boat was 3 hours late due to mechanical difficulties. It really is shameful that the steamship authority was so negligent in taking into consideration the passenger's comfort and safety. The extra room alloted for freight and trucks is fine for the profit, but why should the passenger have to contend with disembarking like another piece of freight.

I saw all this for one reason. Bring back the Nobska!!

Manny Johnson

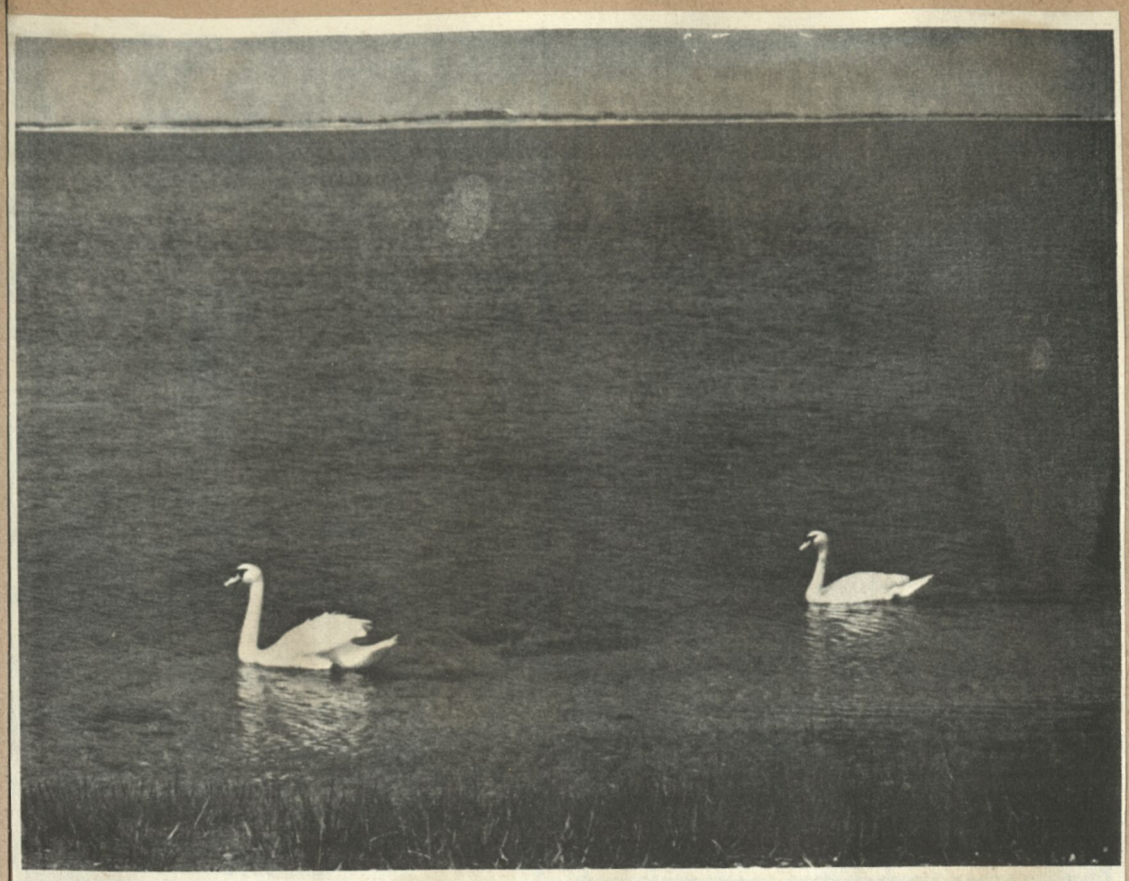
p.s. whatever you do don't sit by a window if its raining. All the windows leak!!

The new M.V. "Nantucket" was taken off the run again Tuesday morning, after running from Nantucket to Woods Hole on her starboard engine. She went on the run, fresh from the builders, with no chance to work the bugs out before the busy season. As the engines are under guarantee, her own crew have to await arrival of the crew from the engine building company. It is hoped to have her back on the run in a few days. The "Auriga" and "Uncatena" are each making two round trips a day from Woods Hole in the meantime. The S.S. "Naushon" was to go on the run on the 13th, but went on the 12th instead. The M.V. "Uncatena" will begin the run to Hyannis the morning of the 13th. 1974

Swan's Harbor

A family of swans feeds in the lee of the marsh grass in the Creeks, the youngsters in the group seeking shelter from the chill September wind.

The birds are flocking together now at nightfall, getting ready for their long journey southward for the winter. Fall migratory birds have been coming through, but not in so large numbers as in other years. We've had juncos and warblers, but the usual visiting grosbeaks and orioles have not been reported. The "regulars" — cardinals, chickadees, waxings, bluejays, etc. — are all settled in, while the robins are still in evidence. A large number of them spend the winter in the Coatue cedars.



Wild Flowers — Berries — Bushes

Daisies, wild roses and brambles fill the open fields on the way to Madaket in June. The flat white clusters of flowers on the bushes by the Folger Fountain belong to a viburnum while the scratchy trees on the other side of the road are hawthorns. Later the viburnum's berries will be blue-black and the hawthorn fruits will be orange. The edges of Hummock Pond Road by the cemetery are yellow with goats' beards early in summer and pale pink later with rabbits' foot clover. Beach plums bloom early in June nearly covering the hill where the Loines Observatory stands. Further out, upright evergreens with the short needles in the old fields are junipers. The pine trees with the bluish needles are Scotch pines and are quite different from the pitch pines on the 'Sconset Road. These pitch pines have prickly cones and are the predominant pine on the island.

Walking along the upper beach near the Jetties, you will find the salt-spray rose in flower and fruit most of the summer growing near the lavender beach pea. Poison ivy is very common here as well as along fence rows and road sides. It is best to stay out of swamps and bogs because its relative, poison sumac, is very widespread in them. White or sticky azaleas and the round-flowered buttonbush are visible in the swamps from a distance.

One of the most frequent questions at the Museum is about berries and where to find them. The blueberry crop varies in size and quality each year. The best picking is usually in an area with some pines and some sunshine. Small black berries growing with the blueberries are huckleberries noted for their seeds as well as a good flavor. A plant which is often confused with the blueberry is the bearberry or mealy plum. It grows on the moors covering large areas with small rounded leathery leaves, pink flowers and reddish berries. Its local name is well-deserved. Blackberries and elderberries are ripe in August but require more patience to find and pick.

Other plants on the moors are the false heather, a smalll, gray, fuzzy plant with yellow, star-shaped flowers and wild indigo, an upright, rounded plant with yellow, pea-like flowers and black pods. Of special interest is the wood lily. This flower is brilliant orange with black spots and is very beautiful. If it is picked, the whole plant dies because the bulb can't receive food from the missing leaves. It does not last as a cut flower and can not be replanted. Please help our island by leaving the wood lily exactly as you find it growing on the moors.

Beach plum in bloom

1974

Scarlet Tanagers

Unusually large flocks of scarlet tanagers have been reported throughout the New England States, particularly in New Hampshire and Vermont, where their acitivity has been reported as most unusual. Whereas these spectacular birds (a brilliant red with black wings) usually seek the comparative seclusion of forests and dense shrubbery, they have this year been landing on roadsides and in meadows, obviously in search of food and in numberous instances becoming the target of speeding automobiles, whose drivers have been unable to avoid them in the highways. The tanagers have had difficulty in finding insects on which they depend for their livelihood, either as a result of the recent heavy rainfall which has literally drowned insect life in the northern New England States, or because of the lateness of the arrival of the warmer weather which usually brings forth a bountiful supply of insect life. Perhaps, again, we are seeing the effect of too much insecticide and spraying, which, in turn, brings disaster to the bird-life of our nation. 1974

A large flock of Canada geese is again often seen in the field at the junction of Hummock Pond Road and the road which leads off toward Miacomet. The large birds are gathering for their fall migration and find the plowed-under corn field a good source of food. Oct. 10 - 1974

Ode to a Seagull

A seagull utters a lonely cry
soaring skillfully overhead.
the tourists cry "romantic"
as the sun sinks, turning red.
They "ooh" and "ah" and marvel
at
the sweeping gull above.
They think it is so beautiful-
They say it reminds them of love.
A sunset and a seagull
"majestic" so it's said
but alas! I have only the seagull to
thank for the white blob on my
head.

Peggy Davidson
Madaket
July 12, 1974

Progress report given on Breeding Bird Census

1974

In order to find birds when they are singing and most active, it is important to get up early in the morning. This is what the census takers, participating in Nantucket's first breeding bird census have been doing. The idea of attempting a complete breeding bird census of Nantucket, Tuckernuck, and Muskeget originated only this spring. But already a group of fifteen eager enthusiasts under the leadership of John V. Dennis have been engaged in the task of counting every nesting pair of birds within the 31,400 acres in question. Naturally many nesting pairs will be overlooked. No one expects to arrive at a highly accurate count. But at least there will be much solid data to go upon when future investigators ask what the birdlife on the islands was like in 1974.

The group has been meeting every Monday at 5:00 p.m. in the Maria Mitchell library on Vestal Street. At these meetings census takers tell of the progress they have made in parts of the island that have been assigned to them. Also census techniques are discussed. That the information gathered will be put to good use is now assured. Mrs. Edith Andrews at the May 25 meeting told how the group could participate in the State wide breeding bird census sponsored by the Massachusetts Audubon Society and the Massachusetts Division of Fish and Game. This is a five year study that will eventually see the results obtained published in an Atlas of Massachusetts Birds. The census group is also cooperating very closely with the Maria Mitchell Association of Nantucket.

At the June 3 meeting, Mr. and Mrs. Mabbs-Zeno told of their progress in censusing the birdlife of the Hummock Pond area. A mute swan has been seen attacking young mallards and has killed at least one. It sounds as though this bird has gone berserk! Other interesting birds seen include an albino ring-necked pheasant, a red-headed woodpecker, and nesting bank swallows. The John Seases have seen a pair of piping plovers with three chicks at Smiths Point. They report a pair of kestrels nesting in a birdhouse at Madaket. Probably several hundreds pairs of black-crowned night herons are nesting in a swamp near Warrens Landing. Joel Davis reports black-crowned night herons nesting on Coatue as well as a sizable colony of least terns.

The biggest seabord colonies in the area are on Coatue, Tuckernuck, and Muskeget. These colonies are of great interest because of the many changes that are taking place in the composition of the nesting species. According to reports presented by Granger Frost, Richard Veit, and John Dennis, the great black-backed gull is close to outnumbering the herring gull in some of the nesting colonies. At the same time, a newcomer and a very welcome one to the islands, the American oystercatcher is doing well and there may be at least a half dozen nesting pairs. A marsh hawk nest was found on Muskeget as well as several black duck and Canada goose nests.

Edith Andrews reported that a saw-whet owl nest came to grief at the State Pines. This small northern owl has nested on the island for several years. Still other rarities were reported by the group. However, the greatest effort by far goes into counting common species like catbird, robin, mourning dove, house sparrow, starling, yellowthroat, and song sparrow.

Birds and birders

1974

by Anne Rave

If you happen to notice a wir intent man with a thatched head hair and a pair of field glasse scrambling over your backyar fence and disappearing into th brush, it may well be ornithologis John Dennis on the trail of yellow-shafted flicker.

If you see a man standing wit his ear cocked to the side of a pin tree and holding his squirmin black beagle up to a flicker hol saying, "Hear 'em, Chrissy? Hea 'em?", that's just Mr. Denni going about the daily business of Nantucket Breeding Bird Censu taker.

For those philistines who ca barely distinguish a robin from sooty shearwater (fifteen of whic were sighted off Great Point b another bird-watcher), the flicke is a woodpecker, and in his ram blings Mr. Dennis has recorded 2 nesting pairs on the island.

During the months of April an May migrating flickers may spen a night or two on Nantucket but b June it's just the homebodies an everyone is busy building a nest Flickers often make their homes i hollow tree trunks and this week the Inquirer and Mirror stumble upon Mr. Dennis as he combed the white pine forest for new nests.

Any birds that wander into the path of the flickers are fair game for the census and are mapped ou in Mr. Dennis' spiral notebook "See how that robin over there keeps running along and the stopping" he pointed to a fat bir running forward with a preoc cupied air. It halted abruptly for a split second, then continued along at great speed. "You can tell many birds by how they move along the ground. Looks like that one has a family somewhere around here."

A black-capped chickadee swooped low through the trees and landed on a branch overhead. Mr Dennis began kissing his finger with loud smacking sounds. "If you squeak to them, they'll come over to you." The bird began to hop down the branches and then stopped as its mate flew by.

"Hmmmm", murmured the bird-watcher and picked up a smal white skull off the bed of pin needles. "Starling. The skull' been broken into. Must have bee an owl."

The Inquirer and Mirror tiptoe after the bird sleuth, deeper an deeper into the pine forest. White pine is a favorite homesite fo flickers, as it is often besieged b heartwood disease or butt rot an the resulting hollow trunks hav saved the Nantucket flicker man a headache. The male flicke stakes out about four acres o territory and though he will allo other birds on his turf, all othe flickers are warned away by hi loud hammering and calls, whic start out as a courtship per formance before the female begin laying her eggs and then subside into warning notes when she ha settled on the nest.

"See this feather?" Mr. Denni held up a white piece of fluff tha resembled a small chicken feather "Starlings have taken over thi flicker nest." As it turns out, othe birds capitalize on the flicker' industry and many a woodpecke has been tossed out on his beak b more cheeky birds like starlings o owls who decide the flicker's nes is too tempting to pass by.

The flicker will peck a roomy hole in a white pine tree trunk (a an average of four feet above th ground) only to be usurped by lazy but brazen starlings who proceed to defile the flicker's nest of chip with droppings and feathers.

March 1975

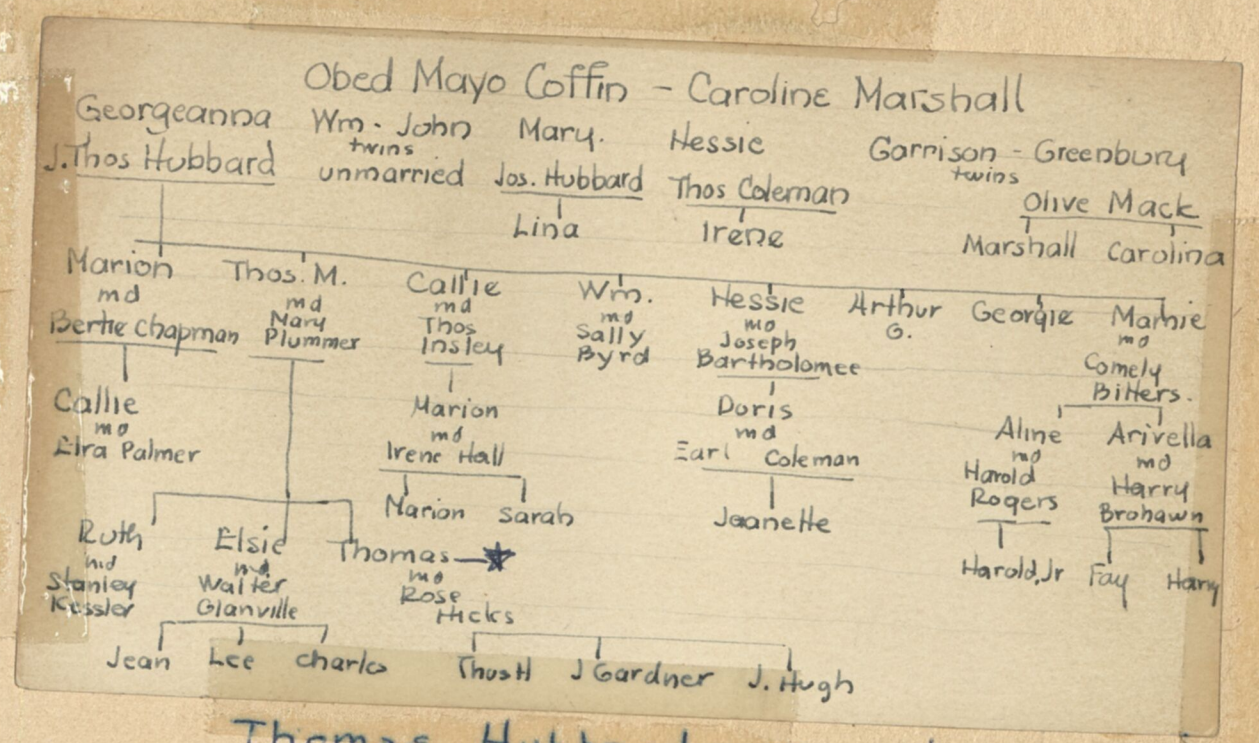
A lone Ross' Gull — whose natural habitat is Siberia — has been making headline news this past week. A stray, probably another instance where one lone bird has been carried across the ocean on a wind current, Ross' Gull is a member of a flock of Bonaparte's Gulls which are in the Newburyport area. Ornithologusts from all over the country have gathered in the area to view the small visitor. The Gull has, in its spring and summer plumage, a rosy-pink breast which is now white in its winter phase. It is also characterized by the fact that it is only 11 inches in length, has bright orangish legs, and has a wedge-shaped tail. Clint and Edith Andrews went with Granger Frost last Wednesday and were successful in seeing the Ross' Gull from the causeway at Newburyport and came home full of enthusiasm at adding another "first" to their life lists. Mrs. Andrews is the Ornithologist for the Nantucket Maria Mitchell Association, while both Clint and Granger are on the Board of Managers and active in the Association's work.

STYLES OF 1891

As worn at a beach picnic at the summer cottage of Mrs. L'Hommedieu at Monomoy, Nantucket, in 1891. The "models" were about thirty years old, and were as follows: Lillie Smalley, Emma Coffin, Nellie Worth, Emma Cartwright, Amelia Cathcart, Marjorie Pitman, Edith Cartwright Pitman, Anna Barrett

Courtesy of Mrs. Marjorie Pitman Hoinks

Anna Gardner.



Thomas Hubbard - genealogy

NANTUCKET HISTORICAL ASSOCIATION
P. O. BOX 1016
NANTUCKET, MASS. 02554

Whaling Museum.

NANTUCKET, MASS. AUG 5 P.M. 1968 02554

U.S. POSTAGE 5c

Miss Grace Brown Gardner,
Milk St.
Nantucket, Mass. 02554

Old Mill to resume its grinding of corn after a 15-year rest

1973

Last Saturday the sails were hoisted on the vanes of the Old Mill, but no sun glinted through the ship timbers that sailor Nathan Wilbur had sawed and hammered together 227 years ago and the wind that blew up from the southwest could hardly have mustered enough gumption to grind one kernel of corn.

Some may be skeptical, but then there were skeptics back in 1746 when Wilbur returned from a voyage to Holland and proclaimed that he was going to put the blustery Nantucket winds to work by harnessing them to a windmill and grinding corn. Islanders rolled their eyes at this foreign idea and Wilbur had to build the entire mill himself, dragging timbers off the beach from old shipwrecks, measuring and sawing, then fitting the pieces together with hickory wood pegs. The octagonal contraption began to take form and finally, a few snickering bystanders relented and helped Wilbur set the grindstones, which weigh about 3,500 each.

To their astonishment, the thing worked and soon four mills stood in a row on the 'Mill Hills'.

This spring, Dick Swain has been sweeping out the old birds' nests and tickering with the machinery, seeing to it that everything is shipshape for Miller Hugh MacVicar to begin his grinding. All they need now is a little wind in their sails.

Facing southwest, the sails catch the wind, and as the vanes turn, they cause a drive shaft inside the mill to rotate. The shaft is attached to a huge oaken wheel from whose rim project sturdy, wooden cogs. These cogs fit in between another set of hickory 'teeth' on a vertical spindle which in turn rotates the grinding shaft attached to the granite stones.

Corn is gradually fed down into the wheels and falling between the two stones, it is ground out to the edge of the stones and sifts into a hopper on the floor below.

"I used to play around here as a kid", says Swain. "I'd throw corn down the stones too fast and that would stop up the machinery. The miller would give me Hell. He'd have to stop everything and lift the top stone to clean out the corn".

To stop the wind for a few minutes, the miller would use a rope and pulley to lower a lever weighted down with a box of several hundred pounds worth of rocks. This lever would tighten a wrap-around brake that fits around the wheel.

When it came to raising the stones to undo his helper's work, the miller didn't have to be Hercules. He merely stomped downstairs and with a mere 50 pounds of arm muscle, pulled a lever which could raise the stone about a half inch.

There's a gleam in Swain's eye as he peers out the top window of the mill, sizing up the wind, and his tall thin frame has something of an air of Don Quixote, about it but far from doing battle with this windmill, he's been trying to ease it back into working order.

Repairs have been made over the years, but the original wooden pegs, iron clamps and basic construction date back to Nathan Wilbur's one-man effort.

"They're not many square corners in the old building", says Swain, gazing about, "but it still stands".

From the A-Frame top of the mill, in a diagonal line to the ground, is a brand new pine "stick' anchored to the ground by a wagon wheel. This wheel — which takes four men to lift — has just been returned from the Marine Lumber Company where it was being repaired, and if harnessed to a jeep (horses did the job years ago) this contraption swivels the roof and the vanes up into the wind.

Nathan Wilbur originally used the masthead from a ship for this 'stick' (the word being somewhat of an understatement, as it is over 50 feet long), but the new one was ordered from the Vermont woods whose towering pine trees are usually reserved for telephone poles.

Swain comes from a long line of corn grinders and he's waited a long time for the moment when, as he says, "Now I can do what I want with it."

After it was first built, the Mill belonged to Aliakin Swain and John Hay. In 1750, Timothy Swain bought it and died in the Mill while on duty. Charles Swain then took over and from there it passed to his grandson, Nathan, until 1828 when it was bought by Jared Gardner for $20 for firewood.

Dick Swain is likely to scratch his head when asked what the exact geneology of the Swain millers is, but as he says, "all the Swains on the Island are related" and it seems that Nathan Swain was a great-uncle of some sort.

Gardner didn't chop up the Mill for firewood after all. He recognized a good worker when he saw one and making the necessary repairs, he made it possible for the Mill to grind corn until 1866 when business began to dwindle. In 1897, Miss Caroline French of Boston, purchased the Mill at an auction and presented it to the Historical Association.

The association ran it in the 30's until World War II, when good grinding corn became scarce. The closest thing to colonial corn, a hard flint that shatters if hit with a hammer, was a brand called Argentine No. 1, but during the war it became impossible to import any, and business stopped.

Now, however, an old grainary stands in the corner, filled with good hard flint corn — crucial because modern hybrid corn is so soft it would gum up the works — and the stones may begin to grind up the kernels come Saturday if there's a good wind.

In 1958, the Association did grind a little corn in celebration of Nantucket's Birthday, and when they took the gears apart, a few pieces of the original corn fell out of the machinery. This spring some of that corn may have been planted and if so perhaps by fall the Mill could grind some real flint corn.

1,000 Acre Cornfield on Nantucket?

From the journals of Peter Chardon Brooks of West Medford and Boston:

Sept. 17, 1835, left Woods Hole for Nantucket in a steamboat, dined at Siasconset. On the same route 22 years ago. Our party was President John Quincy Adams, & Charles (Francis Adams) & Isaac P. Davis. Nantucket greatly altered. In 1813 it was a drab coloured place as to its buildings which were mostly small. It was war time. Shipmasters and seamen much at home and employed in digging turf and raising corn. They had a field of 1,000 (?) acres, 4 miles from the village owned by the whole town, & divided off by lanes to each owner. Such a sight I never saw before.

Now all was animation. The houses were painted & many of them large & new, new meeting houses, schools, lecture rooms, etc. Professor Silliman was there delivering lectures. They have more than 70 whaling ships.

The house at 51 Centre Street is owned and occupied by Alfred Lowden and T. F. McCrorken.

This "3-decker" residence, very unusual for Nantucket, was owned and occupied by the Folger family from 1765 to 1955.

The house was erected about 1765 (Receipt to Peter Folger from Jethro Hussey "5d 11 mo 1766, 28 pounds, 10 shillings on account of building his house.") As stated above, Jethro Hussey was the builder. When the house was built it was called "the flat roofed house." Some years later, prior to 1815, when Uriah Folger was occupying it, he is quoted as saying he could stand it no longer, and changed the roof to the present type at an expense of $105. The house has a Captain's walk on the roof.

As stated, the roof was changed just prior to 1815. At some time, possibly then, the Captain's walk was placed on the roof.

Five generations of Folgers lived in the house between 1765 and 1955, when it passed out of family ownership. Peter Folger who built this house was known as the 4th Peter. The 1st Peter, his ancestor, was one of the first settlers on Nantucket. Born in Norwich, England, in 1617, he came to Nantucket to live permanently in 1663. He was a very important man, holding many positions. His daughter, Abiah, the only child of his that was born on Nantucket, became the mother of Benjamin Franklin.

Zaccheus Macy wrote in 1792, "I conclude therefore that he (Franklin) inherited a part of his noble publick spirit from his grandfather, Peter Folger."

It is interesting to note that Centre Street was laid out in 1678 when the Wesco Acre lots were divided and so it was one of the first ways opened within the present limits of the town.

On the site of the present house William Gayer built his early Colonial house in 1684. He was a well educated man and is said to be one of the few Englishmen in America who were entitled to Coats of Arms. The Gayer house was taken down and part of it used to build what is at the present time the Overlook Hotel, around the corner on Step Lane.

(The foregoing account was prepared by Mrs. Marie M. Coffin.)

January 17 — The Gordon Folger Hotel was sold by Mr. and Mrs. Gordon Folger to Mr. and Mrs. Robert B. Bowman, of Nantucket and Salem, Mass. The Folgers had owned the property for 37 years. 1972

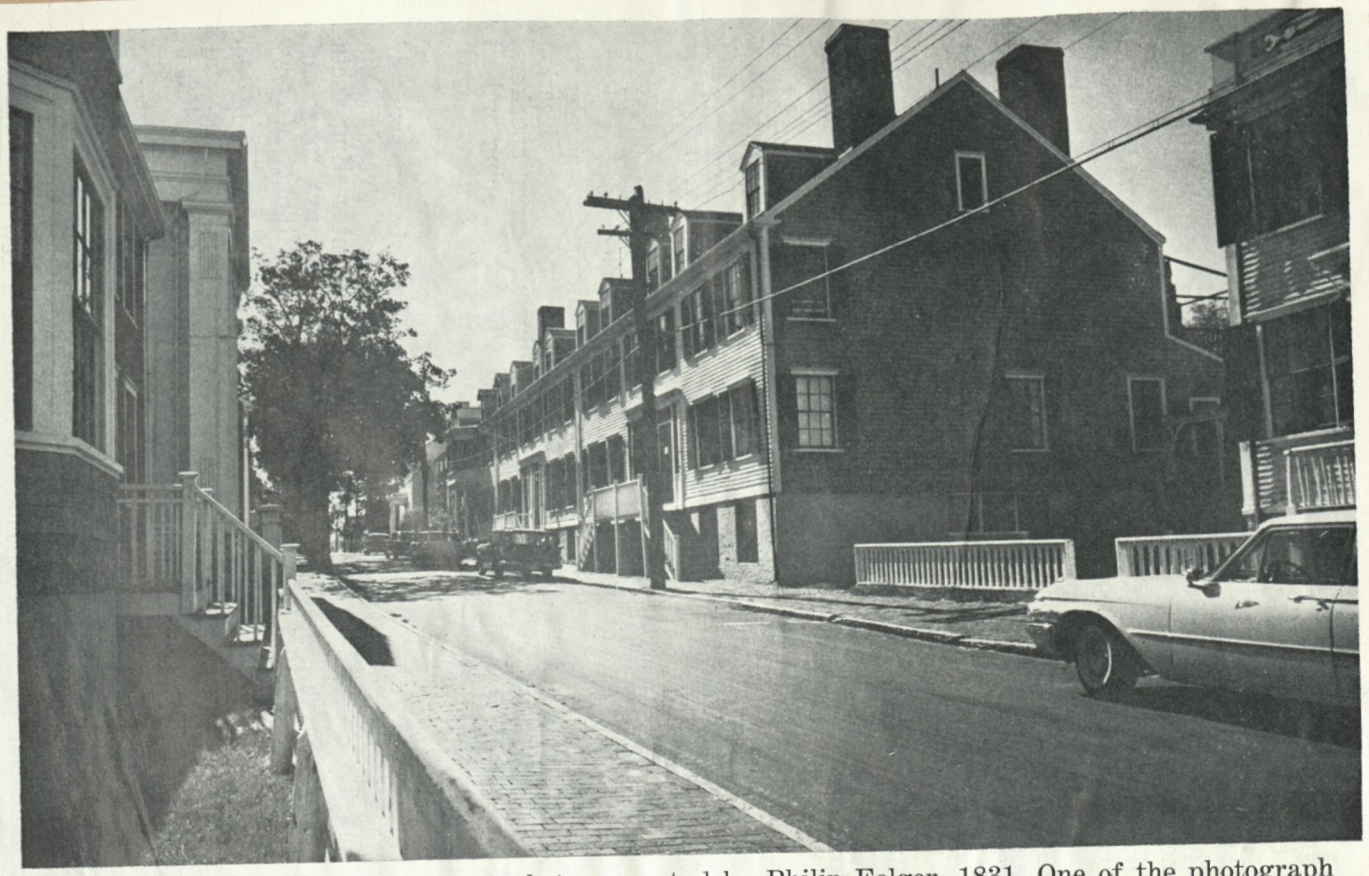
Fee

ELIHU COLEMAN HOUSE

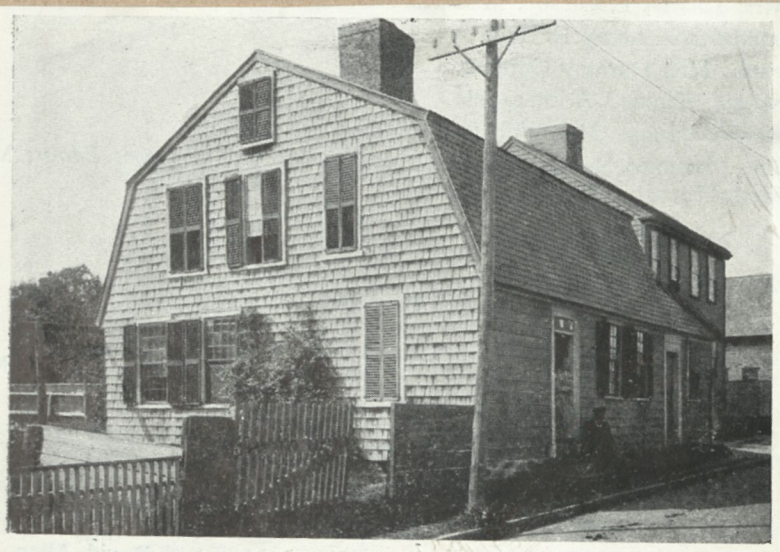
Built by Elihu Coleman, a young carpenter and "housewright", in 1722 when he was twenty-three years old, after his marriage to Jemima Barnard. Eight children were born to the couple in this house. Here Elihu wrote the first protest by a Quaker in New England "against that Anti-Christian Practice of Making Slaves of Men."

Here Micajah learned the carpenter's trade and fell in love with Elihu's daughter, Abigail. The "chowder party" (page 57) took place in this house.

House now owned by Mr. and Mrs. Walter D. Blair. Here Mrs. Blair (Elizabeth Hollister Frost) wrote the novel THIS SIDE OF LAND, AN ISLAND EPIC (Coward-McCann). Here also Mrs. Blair is cultivating the island heather for distribution to all interested. See page 245.



The Block — Orange Street, Nantucket — erected by Philip Folger, 1831. One of the photograph collection presented by Louis S. Davidson.



The Paddack-Chase-Yerkes House on India Street.
Built in the 1760s

Gifts to Grace Brown Gardner

Compliment of author

THE BAYBERRY BUSH

The Bayberry bush, a plant worthy of praise,
A link in the chain to Colonial days.
Ripe is the time, set by Governor the day,
And the Bayberry pickers are holding full sway.

A march on autumn has cold winter lost,
For each Bayberry globe seems coated with frost,
Stripped were the branches, then all homeward bound,
With laughter of children, a welcoming sound.

Steaming are kettles that hang on the crane,
And fresh fragrant odors are rising again.
Skimmed is the melted wax, strained, too, with care
'Til a clear colored green claims perfection is there.

The heated wax oft has the wooden moulds filled,
A task in which housewives all were well skilled
Now winter may come with its lengthening night,
For each home is blessed with a Bayberry light.

A Christmas eve: Polar star in the east,
The tree holds a candle for each welcome guest.
These candles must burn through the midnight hour,
Thus the charm of the witches loses its power.

'Twas a pleasure to all, these candles to claim,
Their welcome in mansion or cottage the same.
A heaven-sent gift in those early days,
Bright spot in the sternness of Puritan ways.

Long since were the days of the Bayberry lights,
Of good Massasoit the friend of the whites.
Towns and cities have sprung along that bleak coast,
May the heritage left us never be lost.

Then honor this plant on mound or in vale,
Whose light and whose incense were ne'er known to fail.
The Bayberry Bush! Pray that ever it stays
A link in the chain to Colonial days.

– Walter Gerritson

Compliments of author

JACK-IN-HIS-PULPIT

There's a woodland plot that I love to scan,
For here it was Jack's miracle began.
An upright stem beside a pointed sheaf,
And close at hand a thrice divided leaf.

The sheaf unfolded as it larger grew,
A mantle next unfolding came to view.
Then Jack appeared from this woodland sod,
Proud of his clothing: a garment of God.

Graceful the sounding board raised o'er his head
With its beautiful striping, white, purple or red.
Rich is his carpet with pattern so neat,
Where the wood folk gather the preacher to greet.

His choir was of song birds that joyfully sing
The praises of Him who created the Spring.
The text of the preacher they well understood,
No words could convey more than these . . . God is good.

The sunbeams shone down through a rift in the cloud,
On a group of trilliums in reverence bowed.
Now Jack's work is o'er; his friends ne'er will he greet,
Yet our miracle still remains incomplete.

His mantle has fallen, he has faded away,
Of his passing so silent what may we say?
For once where he stood erect and alone,
There now comes to view an emerald cone.

Time quickly passes, ere summer is o'er,
I hasten to visit the woodland once more.
A ruby cone glitters where he stood at my feet,
The miracle's finished; Jack's life was complete.

– Walter Gerritson

Cherry trees on South Water Street

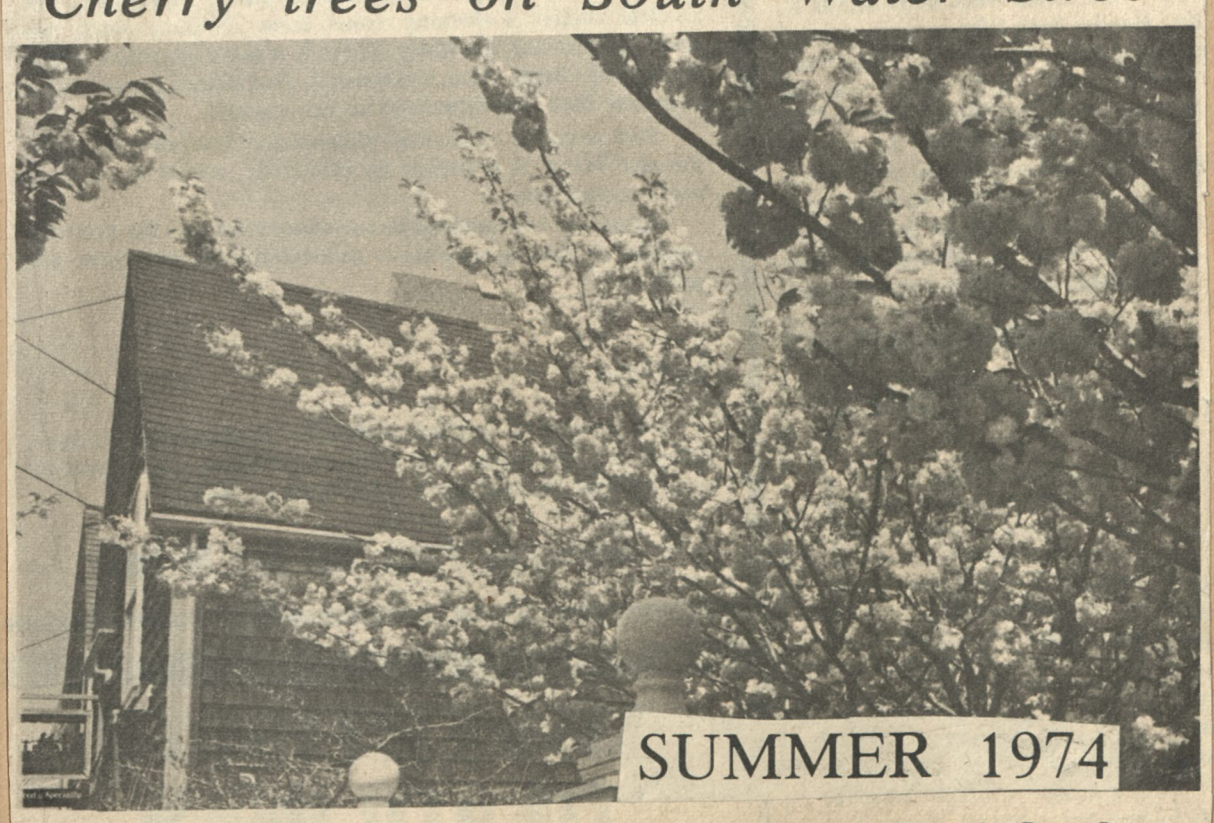


Photo by Betsy Stevens

Japanese Kwanzan double-pink flowering cherries reached their peak last Saturday, transforming trees into solid masses of delicate color.

May 1974

Photo by Bud Stockley

Take time to enjoy the beauty of your island

1971

Flowers In Crannies

By Frank C. Mc Keever

Throughout this wide world many poems and stories have been penned about flowers found growing in cracks and crannies. And, our own wee Island has been blessed with a bountiful crop of these crannied ladies — yet, their stories have rarely been told.

Over the years, as this writer has traveled about Nantucket, he has come upon many appearances of various insular plants which were happily at home in cracks and crannies far from their preferred habitats.

For instance, the reader may remember his story of the Coliseum-Ivy or Kenilworth- Ivy which grew out of the crannies annd draped down over the low foundation of the Rainbow Shop. What a picture that was! And, when the Rope Walk was torn down, how many folks noticed that this same little plant filled the cracks and crevices between the shingles for better than two feet above the sidewalk.

There are many more stories to be told, and this writer shall endeavor to do this so that our folks may come to know the whereabouts of our flowers coming from cracks and crannies. Thus, the locations of these waifs shall become known, and remembered — should, perchance, drastic changes happen to their areas.

It is doubtful, however, that the Pacific Club shall ever meet with the same fate as that of the former "Rope Walk... Therefore, this writer feels assured of the preservation of a particular plant poking out of a cranny alongside this famous edifice.

For years, the writer has observed this weedy-looking thing which filled the length of the crack between the sidewalk and a side of the Pacific Club. And, he often thought that the Club was a bit untidy for not having pulled it out or, at least, cutting it down with a pair of grass-trimming shears. For, after all, it does resemble some gawky grass. Nevertheless, it was not until the early part of this past year, that he discovered the identity of this plant which chose a cranny close to a Club. Therefore, may our Pacific Club plant be preserved for posterity — at least, for the following story about it.

The recognition of our plant happened in a most unusual way during the writer's first trip to the Island, last year, to continue his study of our insular flora — according to his records, that was on May 9th.

Sometime during the morning of that day, and after chatting for a while over a cup of coffee, Dick Corkish, Jr., and the writer came out of Allen's diner and we stopped — along side the Pacific Club — to talk about some of the interesting forms of plant life to be found on Dick's property up Polpis way. Then, the writer told Dick of his desire to find a certain plant, this trip, in a prime condition for taking scientific specimens of it — as he was unable to do so during previous trips to the Island. For some unknown reason, he happened to look down — perhaps, it was that "pigeon-holed" remembrance to see what might have been done about these weeds poking out of this crack — and there it was! The plant he had hoped to find! And, he was even stepping on some of it.

The sudden recognition was due to the plant being in a perfect stage of flowering — something not seen previously. Despite a dearth of the flowering parts, four sets of specimens were prepared, of the material collected, to be sent to various herbaria. May they still be there 288 years from now — the age of the oldest specimen in our herbarium.

Although this particular plant greatly resembles some of the Grasses, it belongs to the Sedge Family. It is scientifically known as Carex nigra (Linnaeus) Reichard; and, commonly called the Black Sedge.

One of the most beautiful colonies, of this Sedge on Island, is to be found growing right alongside Consue Spring. Two other small colonies of very rare Sedges are, also, in this area.

So that the writer might have a positive identification of these Sedges, he sent sets of them to Dr. Alfred E. Schuyler of the Academy of Natural Sciences of Philadelphia. Dr. Schuyler is a noted authority on this large family Cyperaceae — our Sedges. The writer is grateful to him for the many determinations of the specimens of this Nantucket Collection, belonging to this family.

Because of the mentioning of these Sedges to be found growing in close proximity to Consue Spring, it leads the writer to say that one of the rarest plants, on Island, is to be found growing in the cracks and crevices between the stones sticking out of the sloping sides of the old railroad embankment just opposite the Spring. And, like the story about our Centaury, it was first recorded for North America on Nantucket. Thus, its story shall be another to add to our flowers found in crannies.

Many have been the times, as the writer has studied these colonies of rarities, right in the heart of the town, that he has often wondered how many folks — even "the old-timers" — knew of the existence of these precious plants. Each and everyone of these plants has a story to tell — all its own!

As it has been said before, the flora of Nantucket is very spotty; and, some small, lone colony may be the only one of its kind, on Island.

Over the years, that is why this writer has endeavored to point out this fact in his stories about our intriguing and important insular flora. As well as, the need for the knowledge of these rarities and their habitats so that their preservation may be assured for posterity.

Therefore, may the members of the Pacific Club pardon the writer's previous reference as to their untidiness. And, he fervently hopes that they shall take pride in preserving their pet plant" for posterity. Even though it be but a common plant poking out of a cranny.

Methodist Church

Centre Street Methodist Church

The simplicity and strength of the design of the Methodist Church, located at the junction of Centre, Liberty and Main Streets, reflect the sturdy character and masculine reverence of the seafaring men who built it. The secret of its beauty lies in its sturdy simplicity.

In 1733 Jethro Starbuck gave the land on which the Church now stands to his son-in-law Richard Mitchell, who built a house there. His son, Peleg Mitchell, in 1822 sold the property to the leading Methodist of Nantucket, Dr. Oliver C. Bartlett and the Church was built there in 1823, at which time ownership was turned over to the Trustees: John Jenkins, Perez Jenkins, Solomon Folger, Nathaniel Rand, Jonathan Smith, Walter Cure, Frederick Worth and William Jenkins. The architect is not known.

The house originally on the site was torn down when the land was purchased, and "The Chapel," as it was then called, was built in 1823 at a cost of $14,000. It had a 4 pitch roof which is still there underneath the newer roof. The ceiling is supported by 12x12 timbers 60 feet long. There is deep paneling on the balconies and a single wide board forms each pew back with a mahogany top-rail with no carving but ending in a graceful swirl design.

The paneled door of each pew, served the practical purpose of holding in the heat of the foot warmers provided by each pew-holder. The owners also had individually designed hymn book racks and arm rests installed in their pews.

Extensive improvements were made in 1840 when the high pulpit standing in front of the Church was translocated to the rear where it now stands and the pews turned to face it.

A large, well-detailed Attic Ionic portico with unfluted shafts and dentils was added and the roof line was changed from a 4 pitch roof to a 2 pitch roof to comply with the classic padiment which was added above the columns. Again we find here an example of the virtuosity of the Island craftsmen in their ability to fashion impressive work in wood, while the pattern books they were working from were written for masonry construction.

During the summer of 1949 the Church observed its 150th anniversary and for this occasion extensive improvements were made. The entire interior of the sanctuary was redecorated and new carpeting was laid. The "Upper Room" was also repainted.

Methodism on Nantucket traces its origin to the year George Washington left the presidency, 1796. Jesse Lee, a great pioneering Methodist, came to the Island in April, 1797, and preached sixteen srmons in eighteen days. The following year the Reverend Joseph Snelling came from Martha's Vineyard and, for lack of a sufficiently large room, held open air meetings on Mill Hill. Many were converted.

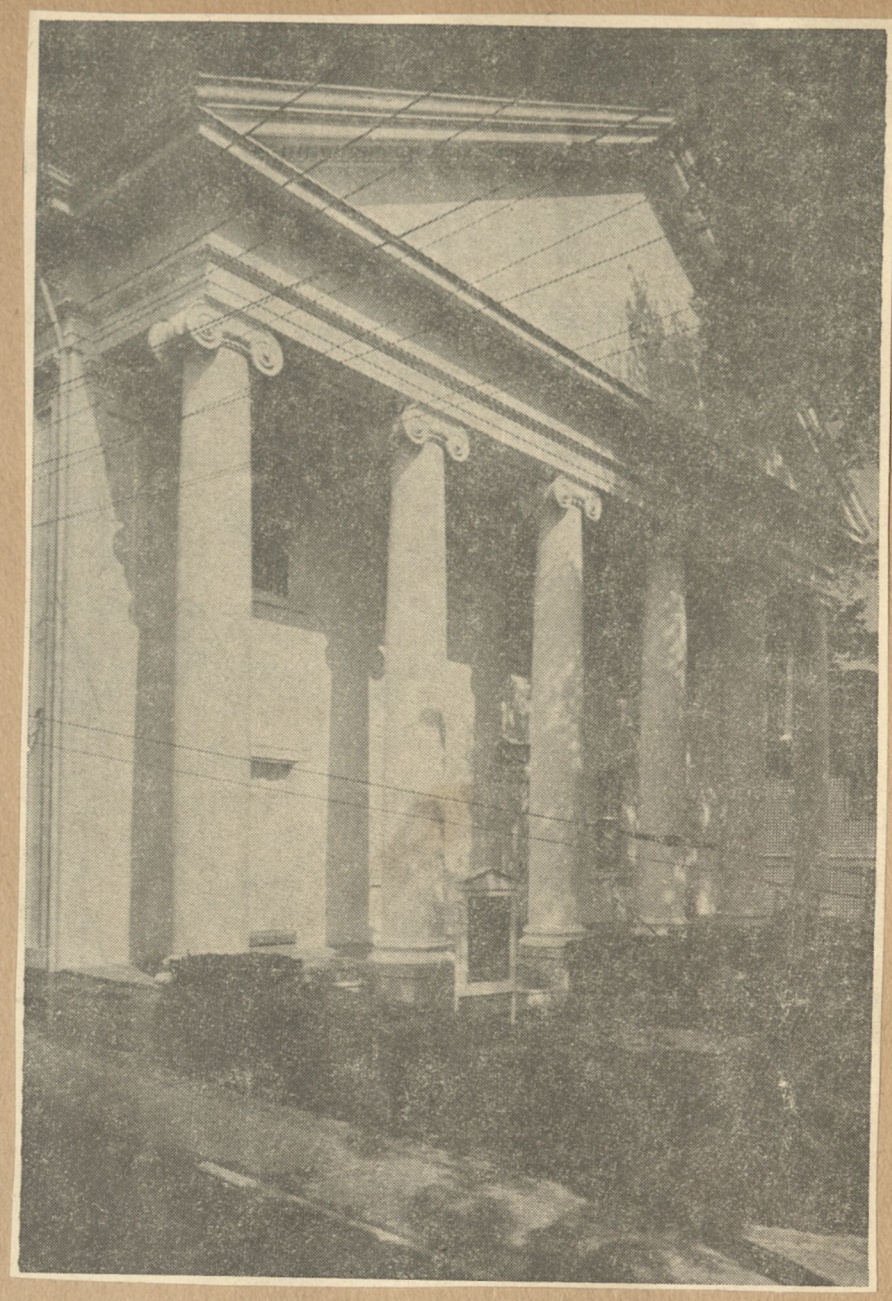
The Reverend Mr. Snelling was followed by the Reverend William Beauchamp who organized the first Methodist Society in 1799, with nineteen charter members. Several months later, on January 1st, 1880, he dedicated the first Methodist Episcopal Church on Fair Street. This Church was called the Teaser Church, because the flag of the sloop Teaser flew over it during its dedication. In 1823 increasing membership had made the need of a new building imperative, and the present Church was erected on Centre Street, with the sanctuary seating 1,000 persons.

Of historic interest is the Appleton Pipe Organ, one of the five known organs of that maker in continual use today. It was built in 1831 or 1832, and purchased in 1859 by the Church Aid Society and the Wesleyan Society, who still own it. It was brought here from Boston on the Boston packet W. O. Nettleton.

The small book, "Nantucket in a Nutshell" published in 1889 by R. B. Hussey, contains the following information, "The present Methodist society was once among the largest and most prosperous in Southeastern Massachusetts, and received to its pastorate the most distinguished divines of that denomination, among whom may be named the Revs. John Newlan Maffit, Daniel Wise, and Micah J. Talbot. The society is now small, but maintains regular preaching."

An interesting episode in connection with the history of this Church occurred during the Great Fire of 1846 in which one third of the town was swept away. While the fire was furiously advancing toward the Church, orders had been given to blow up the building in order to check the fire. As the kegs of powder were being brought, Maria Mitchell heard of the plan and ascended the steps of the Church and, facing the group of men with folded arms, defied them to carry out their plan. At that instant the wind changed its course and the Church with the rest of the town was saved. Maria, of course, became a heroine.

Under construction at the present time is a $32,000. project of excavation and building a Fellowship Hall which will include kitchen and diningroom facilities, a small meeting room, Church School area, recreation space, a new worship center, zoned heating plant, and modernized rest rooms.



CENTRE STREET METHODIST CHURCH

Organized 1799 — Church Erected 1823

In 1845 there were 18 male and 28 female teachers in the Sunday School of 120 male scholars and 160 female scholars. Yet the record says that the Sunday School was suffering from deficiency of male teachers. Consequently it suffers from inefficient management and there is no seriousness among the children. So a meeting was called for concerted prayer for young people of Sunday School. William B. Mitchell, uncle of Maria, the astronomer, was twenty years the Sunday School Superintendent.

The Church is open for visitors daily.

SUNDAY SERVICES — 10:45 A. M. — 7:30 P. M.

Photo shows the interior of St. Mary's, Our Lady of the Isle, following its renovation. The parish which had a small beginning in the mid-1850s in the Town Hall and was administered by a priest from New Bedford now numbers about 1,600.

Jan. 4, 1963

Nantucket Now the Home of Dakota Grouse

Jan. 19 1967

A shipment of sharptail grouse was received here last Thursday from the Fish and Game Department of the State of South Dakota for release on Nantucket to see how they acclimate themselves to the Island and develop as a game bird.

They were shipped east via United Air Lines and the Cape and Island Flight Service, who picked them up in Boston at Logan Airport. Accompanying the birds, which were packed in 10 cases, were two men from the Division of Fisheries and Game of the Massachusetts Department of Natural Resources, sent here to supervise their release. They were Walter Hoyt and Jack Woolner, both from the Division's Field Station and Research Headquarters at Westboro, Mass.

The shipment of grouse was the result of an agreement between the Massachusetts and South Dakota Fish and Game Divisions whereby in a swap this State sent or promised to send 15,000 fingerling smallmouth bass to South Dakota over a period of three years for release in its streams and lakes and in turn South Dakota agreed to send 100 sharptail grouse for release in Massachusetts. Nantucket was selected for the area for the release of the game birds because it most nearly approximates the habitat needed by sharptails.

The swap was arranged by Massachusetts Fish and Game Director, James Sheperd, who said that this sort of "horse trading" works to the advantage of fish and game departments throughout the country who want to introduce new species into their states.

Although there were supposed to be 100 grouse shipped here, when they trapped the birds in South Dakota all they could obtain at the time was 86 birds. When the cases were opened here it was found that 14 birds had died enroute so that there were actually 72 birds that were released. No doubt South Dakota will hold up their end of the bargain and will trap and ship 28 more sharptail grouse to Nantucket some time in the future.

At the Nantucket Memorial Airport when the birds arrived last Thursday were Parker Gray, of the Town Conservation Commission, Mr. and Mrs. James Clinton Andrews, David Carson and Lewis Lema, Agent of the MSPCA. They went along with Mr. Hoyt and Mr. Woolner when they went out of town to release the grouse in the Hummock Pond and Wauwinet areas of the Island.

The sharptail grouse looks very much like the heath hen, which has been extinct in this State since 1932, and in flight could also be mistaken for a hen pheasant. They are small in size, the feathers are a light brown, and they are very swift in flight.

Mr. Hoyt said that shooting the grouse in Nantucket will be banned indefinitely in order to give the birds an opportunity to propogate and become established. He said that after they do become established here they should produce a minimum of 600 offspring a year.

LONG FLIGHT from South Dakota to Nantucket Island ends with release of shipment of 86 sharptail grouse. Walter Hoyt, left, state game biologist, aided by an unidentified sportsman and a representative of the Massachusetts SPCA, release new species on island.

Unloading the cases containing sharptail grouse from the Cape and Islands Flight Service plane at Nantucket Memorial Airport are Albert Silva, Walter Hoyt of the State Division of Fisheries and Game, George Parmenter, pilot of the plane, Lewis Lema, MSPCA Agent and James C. Andrews. Jan. 19, 1967

Horseshoe crab blood for cancer research

1974

The Woods Hole Oceanographic Institution has announced that it has received a grant of $47,000 to continue its work with an extract of horseshoe crab blood. The horseshoe crab, Limulus polyphemus, comes from an ancient family which antedates man by 200 million years or so, and is appropriately blue-blooded. Woods Hole scientists keep over a dozen of these venerable animals alive in a tank, and three to four times a year they draw some of the bluish blood from them, and extract a compound called lysate from it.

The Limulus lysate is being used in the study of blood toxins and their role in the growth of cancer; in the study of the clotting mechanism in human blood; in the

Snowy Owls of North Visitors to Nantucket

Two Snowy Owls, the large white owls of the far north, were seen on the tenth green of the Sankaty Golf Course on Tuesday. Like the native owl of Nantucket, the Snowy is diurnal, that is, it hunts by day as well as night. It also frequents the more open spaces.

Living as it does far to the north of the timberline, it does not conceal itself in deep woods. Rather it picks a knoll or sand dune as a place to perch. Neither does it need shelter; the thickness of its feathers and down protect it from the coldest temperatures on earth. The feathers are white, sometimes with brown bars in the younger birds, so it blends with the snow and ice.

In cycles of roughly four years these birds fly south during the early winter. Possibly they come in search of food. Their usual food is the Lemming, a mammal somewhat larger than a mouse. These animals vary tremendously in numbers. The population builds up to a peak, and then crashes to a small fraction of that amount.. The owls must then seek another source of food.

Such a spectacular bird and one having so little fear of Man creates a great deal of interest as it wanders south across the United States. This is one of the seasons in which they do this. The Massachusetts Audubon Society reported that unusually large numbers of these Snowy Owls were seen on Plum Island early in November. 1964

Beach grass, defies hurricanes but succumbs to mankind

1974

The common, everyday beachgrass, which weathers winter storms and summer hurricanes with equal aplomb and would seem to be indestructible, is actually quite susceptible to the depredations of man, according to an article by Paula L. Magnuson in the Mystic Seaport "Log".

The same adaptive mechanisms which enable this hardy plant to resist salt water and storm winds make it vulnerable to vehicles and the human foot. In order to survive in a salty environment the beachgrass has evolved a thick and rather brittle cuticle around the base of the blade. This forms a stalk of great strength which can resist the heaviest winds, but when it is stepped on it breaks and loses its "watertight integrity", or ability to withstand salt. The plant also has a microscopic root-hair system which is unusually sensitive to compaction, and when a person steps on the beachgrass the tiny roots are squeezed together and damaged, and they lose their ability to absorb water from the sand. Either kind of damage soon results in the death of the beachgrass, and when a number of plants in the same area are killed rapid erosion of the shorefront by wind and waves soon follows.

July 9, 1965

Unitarian Church in Library of Congress Archives

Since 1809 one building in the Town has stood above all others both in physical and historical stature — the Unitarian Church, location of the old Fire Watch, home of the Town Clock and gathering place of the Second Congregational Meeting House Society. It is another of 10 Nantucket homes and buildings selected by the Historic American Building Survey for inclusion in the Archives of the Library of Congress.

Set on a hill on the west side of Orange Street opposite Stone Alley, the building dominates the Nantucket skyline. It is unique in appearance and, in one architect's words, is "a worthy monument of the outstanding ere in Nantucket's history."

The names of many famous Nantucketers are often inevitably associated with the church. The Fev. Seth F. Swift delivered the first sermon at the Meeting House on Nov. 9 1809 and Maria Mitchell was a regular participant in the church services while she remained on Nantucket.

The tower was added to the building in 1830, and was constructed to house the bell, the clock, and to serve as a fire watch. The tower dome is 109 feet, five and one half inches above the sidewalk.

Two watchmen took turns as lookouts on the Fire Watch in the long ago. If a blaze was sighted, the watchman would wave a lantern in the general direction of the fire and ring a bell. An automatic fire alarm was installed in 1907.

Billy Clark, the last Town Crier (died 1909) also used the tower each morning to sight the arrival of the incoming steamer with his spyglass.

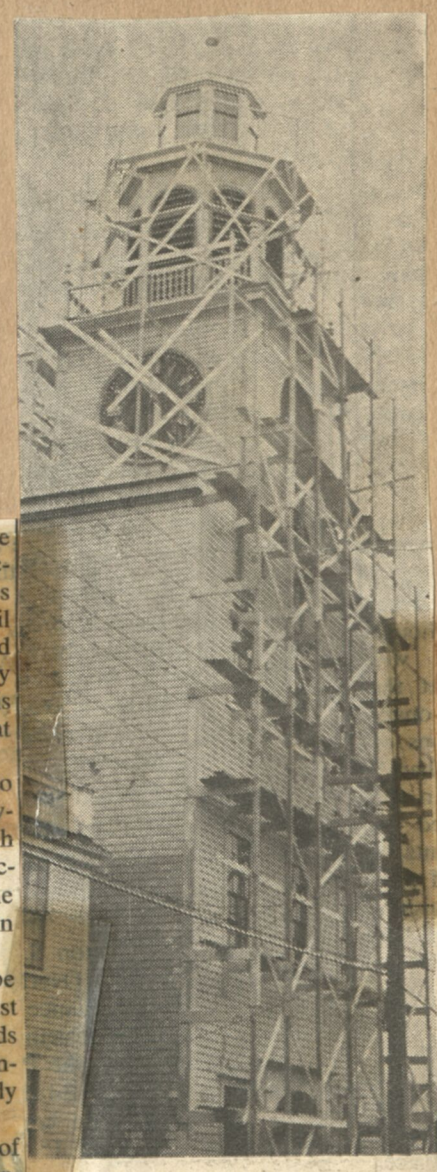
Upon sighting the ship he would blow several long blasts of his tin horn through the slats of the belfry toward each point of the compass. He also climbed the tower at dawn after heavy storms to scan the horizon for shipwrecks or distressed boats.

The organ in the church was built in Boston by William Marcellus Goodrich in 1831 — the only instrument of his still in existence.

The architect for the building was Elisha Ramsdell. Up to and including Sept. 5, 1810, the cost of the structure was registered at $8,533,36.

The original plans of design for the church were destroyed by fire in 1846, but it is surmised that the building was intended to be pitch-roofed, endwise to the street, and faced with a square tower on top of which was a round-dome tower complete with weather vane. Lack of ornament and simplicity of design in the building show conservative Quaker and ship owner influence.

The interior of the building was completely gutted in 1844 and a chancel, vestry room, and kitchen were added. The building's unusual interior design, consisting of moulded columns and panels, has been attributed to Italian artist



SCAFFOLDING is up and work has begun on the $31,000 renovation of the Second Congregational Church on Orange Street. The clock face on Orange Street has been "lifted" but at present the clock is still chiming the hours.

Second Congregational Meeting House Restoration Program To Cost $31,000

The congregation of the Second Congregational Meeting House, better known as the Unitarian Church, have undertaken a $31,000 repair and restoration program of the historic building, which was erected in 1809.

Long a favorite location for lectures, concerts, and meetings, as well as being a place of worship, the building has gradually developed the need for maintenance, from rotten wood in the underpinnings to a leak in the roof.

The wooden shingles on the big north roof have been replaced by composition shingles, and the metal down spouts are to be replaced by the old style wooden downspouts.

Taking advantage of the opportunity, the congregation will in many details, re-create the appearance of the building in 1809, as well as making the necessary repairs.

The vestry, which is the smaller meeting place, used by groups such as the Red Cross Blood Bank, Society for the prevention of Cruelty to Children, Girl Scouts, the Nantucket Theatre Festival rehearsals and the place of worship for the congregation in the winter time, has already been repaired; the north wall was in a state of collapse, the south wall had rotten foundations.

The present project is to paint the Orange Street side of the Church from the golden dome to the sidewalk; the north side of the church has already been painted. The clock faces are badly weathered, and the hands and numerals will be re-gilded.

Shingle roofs on the tower, which have occasionally been blown out by stiff winds, are to be covered with copper, and safeguarded against future storms.

The front door steps are to be rebuilt for convenience and safety, a wrought iron railing of ancient design put in place of the present pipe railing, and an old style lantern installed above the door. The side porch on Orange Sstreet and the safety exit in the rear are to be re-built.

In the interior of the church, the walls are to be touched up where necessary and all of the electric fixtures are to be replaced by simulated oil lamps of the 1809 style. The old organ, installed in 1823, and built by the first American organ builder, is to be re-finished. It is still in excellent condition, after 140 years of use.

The entry hall of the church is to be entirely repainted, retaining, however, the frescoes, called by the french "trompe d'oeil" which are so dictinctive. They were first painted on the walls of the entry and of the church in 1844.

The entire cost of overhaul will be about $31,000, of which $5,000 must still be raised. Members and friends of the church, including the Nantucket Historical Trust, have already contributed $26,000.

Because of the limited resources of the small congregation, which consists of only 50 persons, they are appealing to all friends who want this historic landmark kept in good condition to come to their assistance.

Funds are being collected by the treasurer of the Church, Miss Josephine Congdon, at 1 School Street.

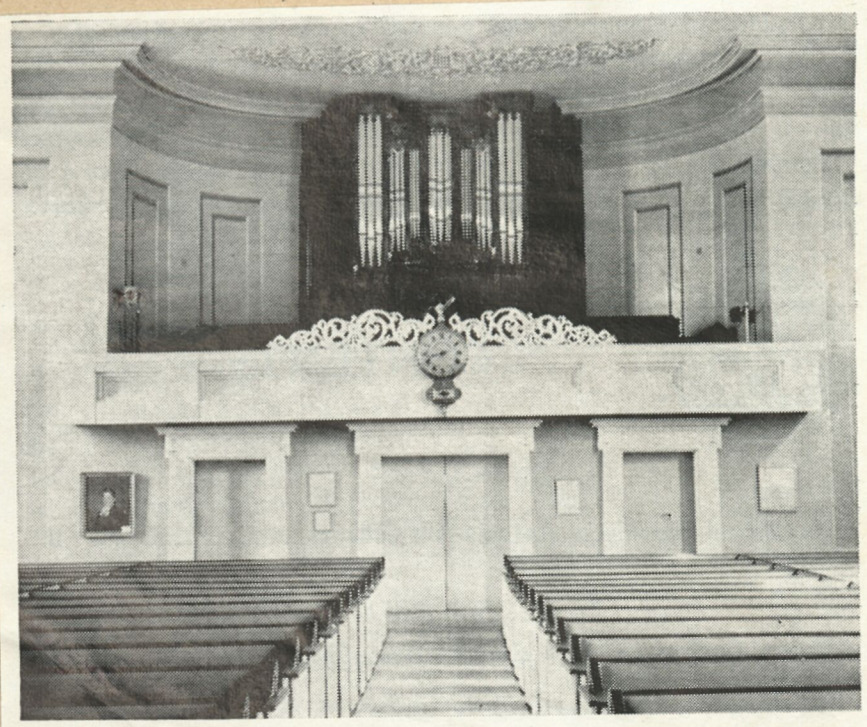
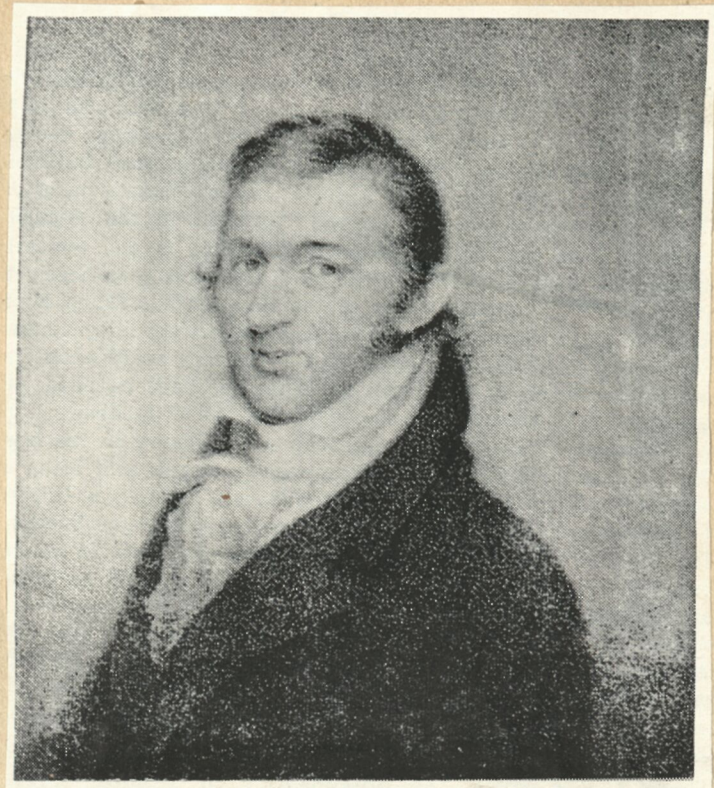


Photo By Bill Haddon

The William Goodrich organ in the Unitarian Church.



William Goodrich. From an early oil portrait.

A Tale of Two Organs

"Full many a flower is born to blush unseen,
And waste its sweetness on the desert air."

NANTUCKET has two such "flowers": the "Goodrich Organ" in the Unitarian Church and the "Appleton Organ" in the Methodist Church.

To be sure, Thomas Gray's elegiac musings can be applied to these more-than-century old instruments only metaphorically, since they have been seen and heard by thousands. Nevertheless, it appears that their true worth has not been generally realized until the visit to Nantucket last September of Mr. Charles Fisk, President of C. B. Fisk, Inc., designers and builders of pipe organs in Gloucester, Massachusetts.

Photo by Universal Photo Shop

The New Steeple on the Baptist Church — 1962

Siasconset

THE VILLAGE OF SIASCONSET ABOUT 100 YEARS AGO

Top: Shell Street with "Arietta Hussey House" and "In and Out" beyond; *right*, the meandering ruts of Broadway, looking north. *Bottom*: "Nauma," with the Elisha Clark Stable beyond; *right*, the "Pinkham-Gardner House" (destroyed) and "Columbia Cottage" beyond.

AN OLD LANE IN SCONSET. *Gardiner Photo*

NEW ST., SIASCONSET. *Boyer Photo*

Town Pump

'Sconset has had the good fortune of being protected by discerning residents. Although this picture was taken many years ago there is little change in the present from the past.

BATHING AT SIASCONSET. *Dakin Photo*

Quidnet — Hamlet twixt pond and sea

Looking north-northwest from 800 feet, December 15th, over Quidnet to Wauwinet, the upper harbor, Coskata and Great Point beyond.

Spring Tide Covers Creeks and Marshes

Picture taken last Monday noon showing 'The Creeks' and marshes flooded by unusual spring tide. Monomoy at left, Nantucket Shipyard at bottom right, with old railroad right of way above. Consue Spring and Union St. curve to right. Hooper Farm Road at upper right, Milestone Rotary at upper right center, Monomoy Road at left, airport at top left.

Ducks congregate at Consue

Dozens of wild ducks are seen here swimming in the waters of Consue last Monday morning. Steam can be seen rising from the relatively warm water into the 15-degree air.

MIACOMET POND FLOWING OUT TO THE SEA

#9 Milk St.

#11 Milk St.

Nantucket craftsman adheres to ways of the Island

By DOROTHY KAVKA

When is a basket more than a basket? When it utilizes three traditional skills and becomes a thing of beauty also.

YANKEE INGENUITY via the trial and error route plus the initial craftsmanship of the Indian natives and the utilization of Philippine rattan vine have developed, in the hands of Paul F. Whitten — native of North Easton and now retired to Nantucket — a type of Nantucket Lightship basket destined to become an heirloom.

The origins of the basket go back to early whaling days and beyond to the Indian natives who made simple household storage utensils of willow twigs. The white men who first came to Nantucket in 1659 improved on them and adapted them to many uses on the farm and in the home for storing clothes and food.

It was during the peak of the whaling industry, which engaged large numbers of Nantucketers as well as the shipping vessels of the entire Massachusetts coast, that free time aboard ship was used by the whalers for making baskets. This custom continued until they were "prevented by ordinance" from doing this useful task and the basket-making had to continue on shore. However, the name Lightship Basket (a hold-over from the days when an off-shore "crossrip" lightship with flashing lights was used as a warning signal for ocean traffic until about 10 years ago) stuck and is now the trade name of Whitten's products. Because of the significance of this name the last lightship, the Shenandoah — as she is rounding Brant Point at the entrance of Nantucket Harbor is pictured in an interesting photo on the dining room wall of Mr. Whitten's sister, Mrs. Muriel A. Scott of North Easton.

About 30 years ago a native Filipino, Jose Reyes, bringing with him a knowledge of weaving with rattan vine (which grows in the South Pacific and is better than bamboo), decided to put a cover on the baskets he made. Thus the ancient whaling tradition, the native Indian and the added Philippine skill evolved into a tripartite craft-harmony which has been further embellished and refined by Mr. Whitten's Yankee ingenuity.

Added Skills

For he has simplified the methods of construction, added a decorative cover and leather loops for the handles. Barring accident, the baskets he turns out should last a lifetime with only the replacement of the leather loops and their escutcheon pins being necessary. The basic basket with its carefully turned rim of rattan should maintain shape indefinitely.

Now in his eighth year of "manufacturing", Whitten estimates he has turned out about 1000 of the baskets, the most popular of them being the 9-inch, with a height of 6½ inches bearing the whale carved from ivory. Next popular is the ivory seagull ornament on the cover of walnut, rosewood, teak, ebony or rare jungle woods. Of course the harder-to-come-by rare woods and the use of the scarce real whalebone as ornaments increases the value of the basket, some of which run well over $100. The 7½ inch basket made for evening use is dainty, but of course, he also uses largebaskets for knitting, waste baskets, flowerpot containers and market baskets.

Even tiny egg baskets or "penny baskets" — reviving a traditional custom on Nantucket Island when attendance at school cost one cent per day, carried in a tiny basket only large enough to hold an egg — bring as much as $25 today. One woman who purchased one from Paul chuckled as she commented "she would use her egg basket to serve a single boiled egg wrapped in a small napkin to only very special guests" in these days of high prices.

Whitten, a school principal on Nantucket for three years, who came back every summer on vacation with his wife, a native Nantucketer, retired to a cozy home there three years ago and operates a shop attached to their house.

A COOPERATIVE VENTURE, his work involves several members of his family as well as the clever craftsmen who do the scrimshaw work on his whalebone or ivory pieces. He makes a soft pine form (like a shoe last)) on which his sister does the weaving of the "body" of the basket; a niece "wraps" the rims; he has the wooden parts milled and spends a couple of days making handles while another man makes his covers. Then he puts all the ingredients of this multiple tradition-craft together with the ownership identification inside — a special art in itself.

"To get a good product you have to put good materials and careful workmanship into it" is the principle applied by this Yankee craftsman who was taught the know-how of the basket industry by Jose Reyes because he gave the local artisans a "plug" in his orientation lecturers for newcomers to the Island community. He also learned the trick of making the turned rims of his baskets from an old shipmaker who knew the art of turning a good ship's keel. His rims are made of the core of the rattan after the rest is stripped off.

Materials Source

Natives of the Philippines cut the 20 to 30-foot rattan vines off at some distance from the ground so new crops will grow, spending several days in the jungles. Then gathering them up, they strip them, bale them and float them downriver to a disinfectant factory where they grade them, refine them and ship many out for other than domestic use.

Some of the "ribs" of larger, stiffer, utilitarian baskets are made of oak, applied when soaked to form the shape of a basket with a disc of maple, oak or birch for the bottom.

NOWADAYS, according to Whitten, the ribbed baskets of native white oak are put in while still "green" and he keeps some in the freezer for future use at a moment's notice Then they are tied and dried into shape, sanded, and given a protective finish. Whalebone and whales teeth now bring as high as $60 a pound and so he has had to use many substitutes, including a high-grade acrylic. However, he still pleases his customers.

One woman, whose husband is a fruit merchandiser, wanted a "pocketbook" basket with a handle of miniature banana and apple. Another woman simply had to have a 6-inch basket with a cover decoration of a papa whale, three "son" whales and a tiny "daughter" whale, and he was able to oblige.

Usually his lightship baskets keep him busy satisfying customers during the summer up to the holiday season, when he attempts to supply only one gift shop. Despite the labor and the cost, he has sent many a lightship basket to distant states where the owners had never heard of a "lightship" before.

Publications

With a literary bent, it stands to reason Paul has already written a book on baskets called "Katy Gull", another on "Buried Treasure on Nantucket", and a traveler's guide, "Adventures on Nantucket Island" (things to do and places to see). He has also contributed articles to newspapers and to the National Wildlife Magazine's juvenile publication, "Ranger Dick", on the whelk and the scallop.

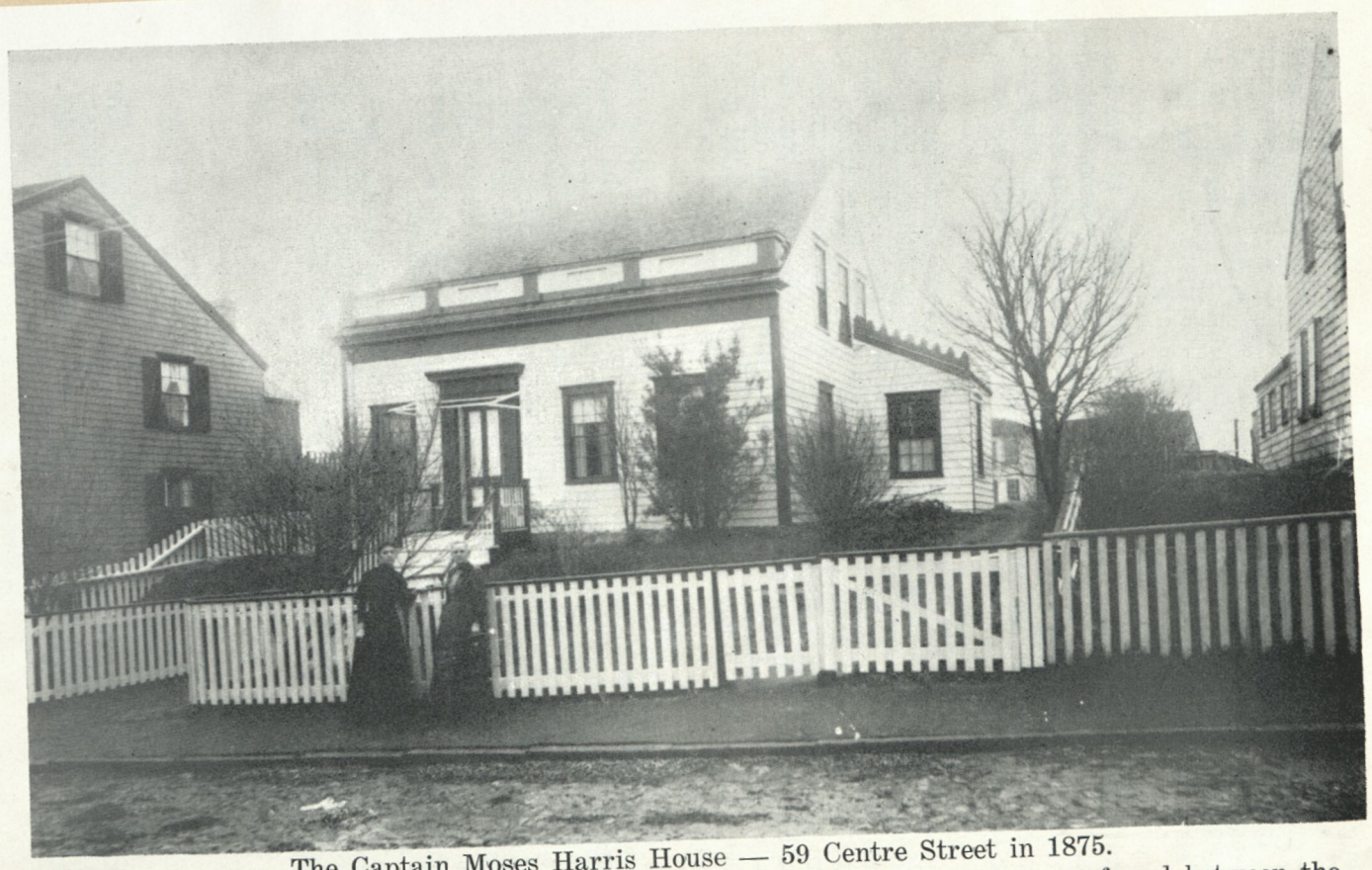
NEEDLESS TO SAY, he's caught up in tradition and the natural life of Nantucket, neither of which — if he has his way — will ever die.

Samples of Paul F. Whitten's Nantucket Lightship baskets contain decorations done in whalebone mounted on rare woods.

Afternoon shadows and Oldest House

Photo by Gordon B. Turner

The later afternoon sun slants long shadows across the snow-filled lane to the Jethro Coffin House.



The Captain Moses Harris House — 59 Centre Street in 1875.
The pages from the logbook of his ship, the *Weymouth*, of Nantucket, were found between the floors of the little side ell.

MOTORCYCLE INJURES TWO AMERICAN WOMEN

(Special to The Herald.)

NICE, Sunday.—Two American women were struck by the motorcycle of Edmond Chatelier, cannoneer of the 94th Regiment of French Mountain Artillery, who was carying a friend, Elise Roux, along the Promenade des Anglais here. It is believed that broken steering gear was accountable for the accident. The machine skidded and ran into the women as they were crossing the street.

Only one was seriously hurt. She is Mrs. Edith Clark, 65, of Pleasant street, Ashland, N.H., and she was taken at once to a clinic. The other woman is her niece, Miss Grace Gardner, of Nantucket, Mass., instructor at the Normal School in Farmingham, Mass. She received several bruises.

L'Accident de Motocyclette de la Promenade des Anglais

Une des victimes a succombé hier

Le 3 juillet, un grave accident de motocyclette se produisait promenade des Anglais vers 18 h. 30. Un canonnier du 94e R.A.M., M. Edmond Châtelier, âgé de 22 ans, faisait une promenade à moto avec, sur le porte-bagages, une jeune fille, Mlle Elise Roux, demeurant rue Assalit.

A la hauteur du Savoy, la machine dérapa et vint heurter deux passantes. Le canonnier et sa compagne furent légèrement blessés. Mais il n'en fut pas de même des passantes : Mme veuve Eugène Clark, née Edith Gardner, née le 11 septembre 1864 à Nantucket (Mass. U.S.A.), habitant Pleasant Street, à Ashland, et sa nièce, Grace Gardner. La seconde fut assez grièvement contusionnée.

La première, atteinte d'une fracture du crâne, dut être trépanée. Elle n'a pu survivre à ses blessures et elle est décédée, hier, à 16 heures, dans la clinique où elle avait été transportée et soignée.

M. Vachier, juge d'instruction du 2e Cabinet, qui a ouvert une enquête aux fins d'établir les responsabilités de l'accident, a délivré le permis d'inhumer.

Quant à Mme Grace Gardner, dont nous avons fait prendre des nouvelles, son état est des plus satisfaisants.

Injured in Motor Accident in France.

The cable brought word Thursday afternoon of the serious injury of Mrs. Edith G. Clark and Miss Grace Brown Gardner in an automobile accident near Nice, France. Details were meagre, but stated that Mrs. Clark was the more severely injured, suffering a fractured skull as well as other injuries.

The ladies went to Europe a few weeks ago to make an educational tour during the summer months and anticipated a pleasant vacation.

Mrs. Clark is the daughter of the late George H. Gardner of Nantucket, and is the widow of Eugene L. Clark. She has two sons—Donald S. and Elliot G. Clark—who reside in Ashland, Mass. She also has a sister Alice, who is the wife of Frank Murdock.

Miss Gardner is the daughter of the late Arthur H. and Mary M. Gardner. She is instructor in botany at the Framingham Normal School.

Friends and relatives of the ladies are awaiting further news regarding the accident with a great deal of concern.

Mrs. Clark Dies in France From Auto Injuries.

Mrs. Edith Gardner Clark, widow of Eugene L. Clark, who was injured in an automobile accident in France two weeks ago, died last Saturday afternoon as the result of a fractured skull. Since the time of the accident, Mrs. Clark had undergone two operations and her condition had been reported as steadily improving.

Mrs. Clark was born in Nantucket, the daughter of Mr. and Mrs. George Gardner. She lived here until her marriage, teaching school. Then she moved to Allston, later to West Newton and finally to Ashland, where she lived for the past 28 years. Mr. Clark died in 1912.

The accident in which Mrs. Clark was injured fatally also resulted in injuries to her cousin, Miss Grace Brown Gardner, a member of the faculty of Framingham Normal School. Miss Gardner will accompany the body of Mrs. Clark back to this country.

Mrs. Clark is survived by four sons, a daughter and a sister and eight grandchildren. Her sons are Eliot G. and Donald S. of Ashland; Harold of Wollaston, and Kenneth of Cleveland, Ohio. Her daughter is Mrs. Dorothy Pennucci of Ashland, and her sister, Mrs. Frank F. Murdock, of Lee.

Mrs. Clark was past matron of the Olive Branch Chapter, O. E. S., No 12; past president of the Ashland Home Study Club and chairman of its trustees. She was a member of the Sons and Daughters of Nantucket.

* * * * *

The first authentic details regarding the accident were received from Miss Gardner early this week in a letter which she wrote in Nice, July 5th, in which Miss Gardner says:

"We have had a sad accident. As we were starting to cross a boulevard here, a soldier and a girl on a motorcycle passed on the other side. Either the steering gear broke or the girl caught his arm. He lost control of his motorcycle. It swerved in a curve back across the wide boulevard and struck us from the rear just as it crashed to the sidewalk. Mrs. Clark has a fractured skull and it is doubtful if she recovers. My hair saved me and I only had a scalp wound, which required a few stitches. I also received severe bruises. Both the soldier and the girl are critically injured. We are at a clinic hospital here and everyone is very kind to us."

From the above it appears that the ladies were not in an automobile when the accident occurred, but were walking and were struck by a motor-cycle. The press cable dispatches stated that the ladies were in an automobile accident, but gave no details. There was hope of Mrs. Clark's recovery and she rallied after the operation on her skull, but last Saturday she commenced to fail and death ensued. It was an unfortunate ending to a pleasure trip that Mrs. Clark and Miss Gardner had looked forward to for many years.

Tuition Payable in Advance.

Nantucket, Mass., April 11th 1887.

Mr Arthur H Gardner.

To MRS. ELMA FISHER, Dr.

To Tuition of Grace Gardner

Kindergarten

for term ending June 17 1887 $5.00

Received Payment,

Elma Fisher

1880 1894

Please remit Presente.

We are going to have a little dance on Saturday, Mar. 31st. Will you come?

Charmed to see you

To Miss Grace Gardner

From Ruth Burgess.

From 7.30 to 10 P.m.

The Nantucket Journal.

THURSDAY MORNING, APRIL 14, 1887.

☞ *Any subscriber failing to receive a single copy of the "Journal" will confer a favor by notifying the publisher immediately.*

☞ The JOURNAL is entered at the Nantucket Post Office as second class mail matter.

KINDERGARTEN EXHIBITION.—By invitation of Mrs. Fisher, teacher of the Kindergarten, an interested number gathered in the Coffin School building at ten o'clock last Saturday morning to witness the exercises of the children belonging to the school. The names of the little ones taking part in the exercises are Bessie Temple, Paul Turner, Sarah Turner, Gretta Fisher, Abbie Congdon, Grace B. Gardner, Ruth Burgess and Eliza Codd. The hour was one of rare and novel enjoyment to those new to the system, while others who had observed its workings elsewhere, were greatly pleased with the favorable comparison between the teaching abroad and here. The children, at the tap of the bell, entered the schoolroom and greeted their teacher, and it was interesting to note the individual characteristics which were evident at so early an age, and which in their childlike expression won the spectators and charmed them from the outset. After reciting the Lord's Prayer in concert, and songs of welcome to their teacher and schoolmates, the pupils, seated at their table, immediately entered upon their work, a process so combined with beauty as to deeply interest the little students. The friends present were invited to inspect the operations and to see the work finished during the term. Models in clay fashioned by tiny fingers and mats woven in bright colors attracted the eyes, as well as the practical effort in geometry and figures, the former made so interesting as to seem like play. The singing of songs after the manner of system gave great pleasure. Miss Hattie Swain was Mrs. Fisher's assistant and Miss Libbie Marchant presided at the piano. An interesting diversion was the presentation to the children by their teacher, of Easter eggs, which were hunted, being hidden among the parents and friends. It was also interesting to hear the little ones count in German, and greet and bid adieu to their teacher in that language.

One of the pleasantest features of the occasion was a practical illustration of the teacher's efforts to instil principles of candor, generosity and unselfishness. Without any previous intimation that such question was to be asked, the children were called upon to name the one whom they considered had excelled in lessons and good behavior during the term, and with one acclaim they accorded that honor to Miss Bessie Temple. Two of her schoolmates were then called upon to crown her with a floral wreath after which they each kissed her, and took their places upon either side, while the remaining pupils ranged themselves near and all united in an appropriate song, the whole exercise being very prettily conducted.

At the conclusion a hearty vote of thanks was tendered Mrs. Fisher for the invitation to be present and enjoy the exercises, which to be fully appreciated required to be witnessed.

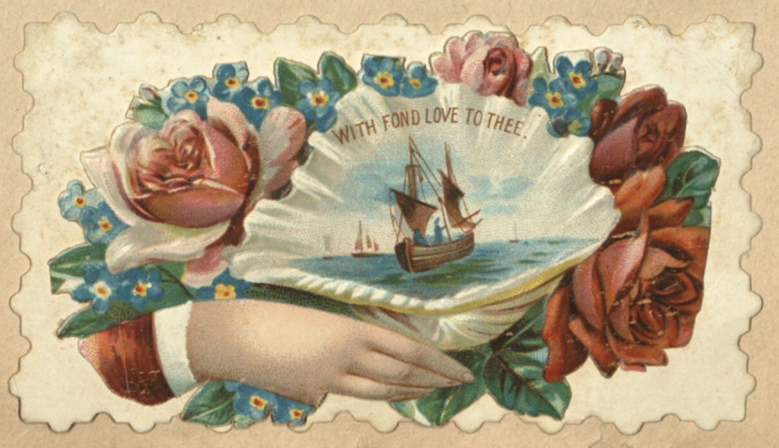
On Monday afternoon last eight young misses, in response to fancifully printed invitations, assembled at the home of Mr. and Mrs. Arthur H. Gardner on Milk street, to celebrate the eighth anniversary of the birth of their daughter Grace. The afternoon was spent in games and social enjoyment, after which the children were marshalled in line and marched to the dining room where a bountiful collation awaited them. From the hanging lamp over the table extended two arms upon which were suspended "cornucopias" filled with candy and corresponding to the number of the little ones present, among whom they were distributed at the close of the repast. That all present hugely enjoyed the occasion it is unnecessary to add.

1885

The graduating class is composed of the following members: Joseph Allen Johnson, Jr., Arthur Irving Weeks, Lester Hull, Ethel Cartwright Remsen, Albert Arthur Cash, Grace Brown Gardner, Lester Swain Harris, Sarah Bertha Mack, Alice Estelle Roberts, Clifford Murphey, Herman Streiter Small, Peter Louis Sylvia, Jr. There are five in the classical department.

1896

SELECTING WINNER IN HAT CONTEST, Mrs. Grace Brown Gardner, Mrs. John Ditmars, and Mrs. Winthrop L. Carter, Judges. Mrs. Charles M. Hall models winning hat.



Nantucket High School.

Report of Grace B. Gardner

for the half term ending Oct. 13 1893

Spelling,		French,	
Grammar,		Physics,	
History,		Botany,	
Arithmetic,		Physiology,	a
Algebra,	a	Astronomy,	
Geometry,		Chemistry,	
Trigonometry,		Geology,	
Book-Keeping,		Declamation,	
Civil Government,	a	Composition,	
Political Economy,		Deportment,	90
Rhetoric,		Sessions Absent,	2
English Literature	C	Times Tardy,	4
Latin,	B	Times Excused,	

A, Excellent; B, Good; C, Fair; D, Poor; E, Very Poor.
In deportment all can obtain A, if they will. In their studies the majority of pupils can by faithful work obtain A; very few need rank below B, and none below C.
Parents are cordially invited to visit the school and confer with the teachers concerning the interests of their children; and especially are they urged to do so, if ranks occur as low as D or E.
A portion of each evening at home should be spent in study.

Miss Grace B. Gardner, teacher of the 'Sconset school, left town on her wheel Sunday afternoon for 'Sconset. A heavy gale, with snow squalls, prevailed at the time, but the breeze was a favoring one, and she made the trip without mishap, some of the distance being pushed along by the heavy gusts at a rate that was startling.

Appreciation.

The following letter was sent by the School Committee this week to Miss Grace Brown Gardner, who during the winter organized and conducted a class in Nantucket History at the High School. We have been asked by the School Committee to print the letter in order that everyone may know of Miss Gardner's generosity in giving so freely of her time and effort.

Dear Miss Gardner,

June 15, 1944

The School Committee wishes to express to you, for themselves and for the townspeople of Nantucket, great appreciation of the work accomplished in your class in Nantucket History.

You have not only given generously of your well-earned leisure but by virtue of your trained experience have so conducted the class as to offer a model for all observers. Also through your wide knowledge of available material, you have developed a complete course in Nantucket history, for which later teachers may well be very grateful. The fine work-books of the pupils are further evidence of your distinguished service to our town.

Sincerely yours,
Della S. Chapel, Secretary
Nantucket School Committee.

At the High School, a few days since, Mrs. Catharine Starbuck pr sented Miss Grace B. Gardner with pencil made in imitation of the gol en spike that marked the finishi touches of the Woman's building at t World's Fair. Miss Gardner won t trophy for the best written report Rev. M. S. Dudley's recent lectu before the school upon the World's Fa

Dec. 23, 1893

School Committee Chairman Day nounced that representatives of v ious graduating classes had accep invitations to be present. A la proportion of the classes of 19 1945 and 1942 classes were on ha to receive a warm welcome. Five the nine members of 25th-anniversa class—Misses Rosamond Duffy a Lillian Foster, Everett Lamb, Eug F. Burgess and Edouard Stackpol arose as the class of 1922 was nounced, and one member of the class of 1897—Miss Grace Brown Gardner —stood to receive loud applause.

1947

Talk on Nantucket Flora.

The Natural Science Department of the Maria Mitchell Association is sponsoring a talk on "A Glimpse of the Plant Kingdom", illustrated by Nantucket Plants, by Miss Grace Brown Gardner.

Miss Gardner is a native of the island and has made a thorough study of its plant life. She worked with Eugene P. Bicknell at the time he made an extensive study of the flora. At present she is a teacher of Biology in the State Teachers College at Framingham, Mass.

This talk will be given in the Maria Mitchell Scientific Library on August 15 at 8 p. m. The public is cordially invited.

Aug. 11-1934

Bridgewater, Mass. April 15, 1901

Miss G. B. Gardner

To BRIDGEWATER STATE NORMAL SCHOOL, Dr.

For Rate-bill (for room-rent, board, ~~washing~~, fuel, and light),

April 15, For one Quarter ending June 25, 1901, $ ~~40.00~~ 32.00

Received Payment of the above, Absent Harke on last quarter 3.00 12.00

20.00

Albert G. Boyden, PRINCIPAL.

per E. H. Bates

Appointed.

Miss Grace B. Gardner of this town, who graduated last week from a three years' course at the Bridgewater Normal school, has received appointment as teacher in the Primary grade at New Bedford.

Nantucket H

Report of Grace

for the half term ending Ce

Spelling,	
Grammar,	
History,	
Arithmetic,	
Algebra,	a
Geometry,	
Trigonometry,	
Book-Keeping,	
Civil Government,	a
Political Economy,	
Rhetoric,	
English Literature	C
Latin,	B

A, Excellent; B, Good; C, Fair
In deportment all can obtain A,
the majority of pupils can by faith
need rank below B, and none belo
Parents are cordially invited to
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Aug. 11-1934

TOWN OF NANTUCKET, MASS. · INCORPORATED 1671 ·

SCHOOL DEPARTMENT
NANTUCKET, MASSACHUSETTS

June 15, 1944

Miss Grace Brown Gardner
33 Milk Street
Nantucket, Massachusetts

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